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# SEAFARING

**THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.  
A Weekly Newspaper for Seafaring Folk and their Friends.**

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Abroad as a Newspaper.] ONE PENNY.

## IN THE DOG WATCH.

Mr. J. H. Wilson has again been at Cardiff. Whether he there met Mr. Fred Evans, and if so what passed, we do not yet know. But we may safely conjecture that Mr. Evans did not find the interview entirely pleasing.

Mr. W. M. Maxwell, the assistant general secretary of the Seamen's Union, who has recently been so severely ill, has now so far recovered that he has been able to appear at the office. A large proportion of our readers will share the gratification we feel in being able to make this announcement.

More than once we have commended the volume of poems by Mr. Fred Henderson, recently issued, and we are glad to note that the work finds favour with so eminent an author as Mr. Gladstone, who writes to him:—"I have at length been able to turn to your poems. I recognise with pleasure their undeniable vitality, and hope you will earnestly and with ungrudging labour cultivate your gift."

The report of the committee on the cattle trade seems likely to be followed up by legislation, as in Parliament the other day Mr. Chaplin, in answer to a question, stated that he proposed to ask leave to introduce a Bill to enable the Board of Agriculture to give effect to the recommendations of the departmental committee as to the Transatlantic cattle trade, or such part as appeared desirable, in the course of a few days.

From Liverpool we regret to hear that the attendance of captains, officers, and pilots is not so good as was anticipated at the St. John's Ambulance Classes. It will be remembered that the seamen, on the other hand, attended similar classes at Sunderland with such good results that a considerable number obtained certificates.

The death of Mr. Cliff, the Liverpool shipowner, who had given large donations to homes for mariners, has set some of the shipowners' papers bragging about the charity of shipowners as a class. Charity is all very well in its right place, but it is justice that seamen want, and to offer them charity instead is a mockery and an insult.

Here is a complaint from Cardiff, which does not say much for either the justice or generosity of an owner whose name is not given. A widow writes: "My husband died

from fever on board ship, and the owner declines to pay wages because, he says, the ship went out in ballast and had not earned any freight, and that the agreement for the voyage had not been completed." It is to be hoped that she will take proceedings against this owner, whose name will then come out.

It is announced that at several shipping ports a movement has been set afoot in favour of electric communication being established with the principal lighthouses along the coast. The President of the Board of Trade has consented to receive a deputation on the subject from the Associated Chambers of Commerce on June 12, when we trust that the seamen, who are still more interested than the capitalists, will be represented. If the proposed communication be established, it will be the means of saving many lives, consequently seamen should be strongly in its favour.

We are glad to see that at a meeting of the Liverpool members of the National Union of Dock Labourers, held last Wednesday night in the Rotunda Lecture Hall, Liverpool, Mr. R. M'Ghee, president, in the chair, the following resolution was unanimously passed:—"That this meeting of dock labourers pledges itself to support only labour candidates for poor law boards, city councils, and Parliament, and hereby calls upon the Liverpool United Trades Council to take steps to consolidate the strength of the wealth producers of the city, so as to return thorough representatives of labour to all representative positions."

We commend this sensible determination to all other organisations of working men. Until they cease to be misrepresented by the sweaters, capitalists, and other enemies, justice cannot be got.

So many of our readers know Mr. Wilkie, the general secretary of the Associated Shipwrights' Society, that they will be glad to hear he has had his services to that body and Unionism generally still further recognised. Some years ago Mr. Wilkie was the recipient of a handsome gold watch, and now the shipwrights have presented him with an illuminated address and gold Albert and appendage, and a purse of gold; while his wife at the same time got a silver tea and coffee service.

More welcomes for Mr. J. H. Wilson. Liverpool is busy preparing a banquet for him, and there is to be another at Deptford, and we don't know how many other places, but we don't see Sunderland in the list,

though Sunderland was the birthplace of the Union, and of the hero, and he is so much respected there. Why is this, Sunderland?

A Cardiff paper states:—Superintendent Tambllyn, of the Cardiff police force, has determined to prosecute Mr. J. H. Wilsor, the general secretary of the Sailors' and Firemen's Union, for alleged slander. Mr. Tambllyn complains of several passages in speeches before and since the recent trial, and more especially to references to himself made at the Canton Market on the occasion of the reception demonstration. We understand that Mr. Tambllyn has instructed the firm of Messrs. Simons & Plews to act for him in the matter. The Head Constable (Mr. Mackenzie) also complains of slighting references, but we are informed that he does not intend instituting legal proceedings.

## Y ARNS. OLXII.

### A STEAMSHIP MYSTERY. (FOUNDED ON FACT.)

By R. M., JUNR.

The s.s. *Grandolph* was a large cargo-boat belonging to Messrs. Housie & Co., of London, and made fortnightly trips between the English and continental ports.

I was an intimate friend of Mr. Housie, the head of the firm, and was his guest on a trip aboard the *Grandolph*, which experience was a novelty to me as I had never been at sea before.

Three days after we had left London, and whilst I was groaning helplessly in my bunk with sea-sickness, I heard a loud altercation going on between Mr. Housie and some other person on the deck above me. I could not distinguish what was being said beyond one sentence. The sentence which I heard was: "If you leave this ship alive it won't be my fault."

I was too ill at the time to think much about the matter, and when I had recovered the affair had escaped my memory altogether. One of the boilers exploded a few days after this, and as Rotterdam was our nearest port we put in there for repairs.

It was our third day in port, and eleven o'clock in the morning found me still between the blankets.

I was secretly indulging in anathematizations against boiler-makers in general, and particularly those who at that moment were hammering with might and main at the new

boiler which was to replace the one rendered useless by the explosion, when a loud knock at my cabin door caused me to spring out of my berth.

I opened the door to admit my visitor, never for a moment doubting it was any other than Housie.

I was disagreeably surprised, however, to find that instead of my friend it was the master of the ship, who asked me if I had any knowledge as to the whereabouts of his owner, Mr. Housie, who had not been seen aboard since eight o'clock the previous evening. Inquiries were not being made about him out of any anxiety for his safety—it was more than probable he was quite able to look after himself—but his immediate presence was required on deck by a gentleman who had only that morning arrived from London on important business.

The last time I had seen Housie was about half-past seven the night before, when he was going ashore to meet a party on business connected with the repairs of the ship.

No doubt, I suggested to the captain, he had remained on shore and slept at one of the hotels, and his return on board might be expected every minute. If, however, he did not return by the time I had dressed and had breakfast, I would go ashore to look for him. No doubt I should find him at one of the hotels.

But Mr. Housie was not seen on board that day, and although I visited every likely resort in Rotterdam, I returned to the ship after midnight without finding him.

In only one hotel had he been seen, and that was early on the afternoon of the previous day, when he dined at the English hotel on the quay in company with a foreign-looking gentleman.

Two days passed and still no tidings of the owner. The case had now been put into the hands of the police, and there remained nothing for me to do but await the course of events with as much patience as I could summon.

Operations on the boiler were nearing completion, and the captain had received orders from Mr. Housie's partners in London to proceed to sea as soon as practicable.

I had decided to remain in Rotterdam until I had satisfied myself as to what had become of my friend.

It was the fourth day of his absence, and the order had been given to light the fires and get up steam, as the captain intended to leave port that evening, if possible.

I had lived on board the boat up till now, but purposed going ashore that day. As I stood on deck watching the busy scene on the quay, I got from him a solitary copy of a newspaper, which I read with indifference till my eye caught a paragraph reporting the mysterious disappearance of Mr. Housie in Rotterdam.

I had just finished reading this when I heard the captain's voice behind me: "Mr. Turner, we're going to light the new boiler fire; I should like you to see it before you leave us."

Glad of anything to distract my thoughts, I descended to watch the preparations. As I stood there a tall, burly-looking man passed me, and in the semi-darkness I thought I knew the face. It was not a bad-looking face, physically, but there was about it an expression of cunning which I had noticed when I first saw the man at the beginning of the voyage. From that day down to the present time I had not seen him.

Turning to the captain, who stood near me, I asked him who the man was.

"Oh, that's Firekins, our chief fireman, and a very steady fellow he is," replied the skipper, as he walked off to attend to something else.

"Have you the time about you, Sir, please," said a voice behind me, a few minutes after the captain had left.

I started! It was the same voice I had heard in altercation with Housie on the night when I was confined to my cabin suffering from sea-sickness. In a moment the words "If you leave this ship alive it won't be my fault" flashed through my mind, and turning round I saw Firekins, the fireman.

Without exhibiting the emotion which I felt, I looked at my watch and told him the time—it was eleven o'clock, and I was due on shore at twelve.

Here was an unexpected revelation, and one which I felt sure would afford a solution of the mystery of Housie's disappearance. How should I proceed? I stood irresolute, debating in my mind whether I should go ashore at once and have Firekins arrested on suspicion, or whether I should first consult the captain, when I fancied I heard a low groan come from under the iron floor. I bent my head and listened, but the sound was not repeated, and I was just about to return on deck when another groan, louder than the first, reached me, but this time from the boiler right in front of me. There could be no mistaking it now; it was the groan of a human being in anguish. With a blanched face and great beads of perspiration standing out on my forehead, I placed my ear against the iron plates of the boiler, under which the fires were to be lighted in a few minutes, and listened.

For a few moments I heard nothing, and then my heart seemed to leap into my mouth. There was a human being in the boiler; I could hear the groans distinctly now.

"Don't light the new boiler fires until the captain gives you fresh orders; there is a flaw in it," I cried to a fireman, as I rushed up the iron ladder in search of the captain.

I met him half-way, and in a few wildly-spoken words I told him that I believed Housie was in the new boiler.

"What!" he exclaimed, and the next moment we were both scuttling down to the boiler-room like two madmen.

"Listen," I shouted hoarsely; and together we both applied our ears to the boiler.

"Great God, Turner, it's he," cried the captain.

In less time than it takes to tell, all the engineers and firemen in the ship, Firekins included, were cutting out the boiler plates in two or three places. It was slow work, and it seemed to me as if they would never make any impression on the thick iron. Now and again between the blows we could hear distinctly the moaning of the unhappy man, to rescue whom we were straining every nerve.

At last an aperture large enough to admit a man was made, and I was the first to enter it.

The light I held in my unsteady hand revealed to me an awful spectacle, and as I gazed on it my hair seemed to stand on end and the blood to freeze in my veins.

Lying on his back, half immersed in water, was Housie. He was bound hand and foot, and gagged with a piece of wood, which he had almost gnawed through. His face had the expression of one who had lost his reason; there was a wild idiotic look in

his eyes, and his hair was matted with blood and dirt.

We lifted him out and carried him to his cabin, and a doctor sent for.

Three days and three nights he remained in a state of unconsciousness. But that was the critical part, and after it he recovered rapidly.

When he was able to talk he told us the following story, which resulted in Firekins, the fireman, being handed over to the authorities, and sentenced to a long term of imprisonment for attempted murder:—

"Before we left London I met Firekins, who has been employed by us for many years. It was in the Strand, and he was under the influence of drink. He came up to me with a swaggering air, and threatened that if I did not give him some money there and then he would shoot me. I at once gave him into custody, and if I remember rightly he was sent to prison for a week. Well, when he came out he called on me at the office, appeared to be very penitent, and begged to be taken back into our employ. I took compassion on the man and said I would give him another chance, for which he seemed very thankful. Do you remember that night you were so ill, Turner? Well, on that very night whilst I was strolling about the deck, who should come up to me but this man Firekins. I saw that he was intoxicated, and I was about to pass him by without taking any notice, when he suddenly struck me a heavy blow with his open hand across my face. My blood was up, and I sprang at him with all my strength; I seized him by the throat. At length I let him go, and the last words I heard him say were—'If you leave this ship alive it won't be my fault.' I had made up my mind to say nothing about the incident, as I did not consider it worth troubling about. No doubt, I thought, we both should forget it in a few days. One night soon after this I was in my cabin alone, having just returned from shore where I had been dining with a friend. After returning aboard and turning in for the night, the next thing I remember is hearing someone in the cabin. It was as dark as pitch, and I was about to feel for matches, when suddenly I was seized by the throat, and a damp hand placed over my mouth. I instantly became unconscious, and when I recovered it was to find myself gagged and bound, and in what seemed to me like a cave. I had no idea where I was, and began to wonder whether it was not all some terrible nightmare. I tried to call out for help, but could not for the gag, which I found to be a piece of tarry wood. I struggled with all my strength to free my hands, but it was in vain; they were too firmly bound. How long I lay in this helpless state I do not know. It seemed an eternity to me; it must have been four days at least. I would become unconscious now and then, but whenever I was able to, gnawed away at the gag in my mouth. It was slow work, but in the end it enabled me to make some noise which, as you know, was the means of saving my life."

At his trial Firekins confessed that he had drugged Mr. Housie during the night, and carried him down to the new boiler, which at the time was nearly finished. The next day he offered to rivet the last plate on, and the workman who should have done it was only too glad of a holiday to make any refusal.

But for our timely discovery Mr. Housie would have met with a terrible death.



## POLITICIANS &amp; PILOTS.

## A SHAMEFUL MEASURE.

In the House of Commons last Monday evening, on the motion for the second reading of the Pilotage Provisional Orders (No. 1) Bill,

Mr. Llewellyn moved "That it be read a second time this day three months." He was sorry to oppose any Bill brought forward by his right hon. friend the President of the Board of Trade, but in defence of the interests of his constituents in North Somerset he felt obliged to do so. The Bill had for its object the restriction of the area of compulsory pilotage in the Bristol Channel, which at present extended to Lundy Island, 74 miles from Bristol, to the Holme Islands, which were only 14 miles from that port. In addition to 35 fully-licensed pilots there were 60 "westward men" and a considerable number of apprentices directly affected by the Bill, besides a very much larger number of persons who were indirectly affected by it. The "westward men" were apprentices who had served their time and were waiting for pilots' licenses. These were the men who manned the pilot cutters. The Bill, if passed, would have

## DISASTROUS CONSEQUENCES

to all those persons. The restriction of the area would introduce the competition of 60 Cardiff pilots. The pilots themselves were by no means unreasonable. They were perfectly willing to submit to a curtailment of the area, but they disputed the right of any authority to deprive them of their livelihood without compensation. There was no evidence that the compulsory pilotage as it now existed had injured the port of Bristol. Those pilots, who were the servants of the Bristol Corporation, had fulfilled their part of the bargain. Their duty was to keep the sea, night and day, at all seasons and in all weathers, on one of the most dangerous parts of our coast, and they had fulfilled that duty. In addition to the ships and cargoes which would be endangered by the withdrawal of this compulsory pilotage, there were

## TWICE TEN THOUSAND LIVES

which would annually be in peril on those dangerous waters. It was said that the rates of those pilots would be increased by the change, but it was absurd to suppose that if that were so, they would oppose this Bill, which they did to a man. As a matter of fact their rates would be decreased, except in ships of upwards of 1,300 tons (which were scarce at Bristol) and in the area of the proposed non-compulsory pilotage. There was a fund of £8,000, which had always been administered for the benefit of superannuated pilots. The scheme of compensation proposed by the Corporation of Bristol would abolish that fund, and expend it in annuities of £30 by way of compensation. The pilots did not ask for such a scheme, and disputed the power of the Bristol Corporation, who were trustees of the fund, to abolish it in the way proposed. These men held their certificates during good behaviour, and had done nothing to forfeit them. The "westward men" also were to be

## DEPRIVED OF THEIR RIGHT

to a certificate which they had earned. Nothing whatever in the way of compensation was to be paid for the 33 cutters, valued at £350 each, which would be useless if the Bill passed. The average earnings of these men were £75 a year. In a statement put forward that morning by the Corporation of Bristol the House was asked to send this Bill upstairs to be considered. But those on whose behalf he was now speaking had no funds to retain eminent Parliamentary counsel, and if this Bill passed its second reading they would be at the mercy of the Corporation of Bristol. Though this was a small Bill, there was a great principle behind it. (Hear, hear.) It would have the effect of a public Act, and would be followed by similar Bills from other places. By a private Bill it was now proposed to do away with a system which had been examined into by two committees, with the result that they had declined to interfere with it. The Bill had been before the Board of Trade, and it seemed to him that they had decided entirely

## UPON HEARSAY EVIDENCE,

without any official going down to make an examination on the spot. He wished that some inquiry could have been held, in which the facts would have been brought out. The Bill emanated in the first place from the Corporation of Bristol, and it appeared to him that the Board of Trade had little option in the matter, but really the ultimate responsibility rested on that House that afternoon. (Hear, hear.)

Mr. Bazley-White supported the motion for the rejection of the Bill. What he especially wished to call attention to was the attitude of Her Majesty's Government to the compulsory pilot question; he contended that this was a stab in the dark to the system. (Hear, hear.) During the last 20 years there had been two select Committees appointed to inquire into the law with regard to compulsory pilotage, and both had reported distinctly in favour of the maintenance of the system. Looking at this fact, he maintained that this question ought to have been dealt with in a larger measure than this Provisional Order Bill—(hear, hear)—and he deprecated piecemeal and narrow-minded legislation of this sort. (Hear, hear.) He wanted the right hon. gentleman either to withdraw the provisional order or to introduce into it clauses which would deal with the question of compensation. In 1870 a Bill introduced by the late Mr. Bright and others with regard to compulsory pilotage had contained provisions for

## GIVING COMPENSATION

not only to the licensed pilots, but to all who would suffer under the Bill. They had put upon the records of the House a resolution that the drink traffic should not be interfered with without compensation. On the liquor traffic there might be a division of feeling, but on this question of water traffic he did not think that there was any difference in this respect. (Laughter.) He believed that this provisional order was really the outcome of an answer given by the right hon. gentleman the President of the Board of Trade to a deputation of shipowners a few weeks ago. He would ask the Government either to deal with the question in a broad, general, and wide way, accompanied by compensation, or to introduce into this Bill clauses which would provide compensation in the manner to which he had referred. In the Bill of 1870 compensation was to be given out of funds to be provided by Parliament to all who suffered any diminution of income under the Act; and he hoped that in this case the Government would reconsider their decision.

## SIR M. HICKS-BEACH SAID,

in the first place, that in addressing the House on this Bill, he did so as President of the Board of Trade, and not as member for West Bristol. He had endeavoured, so far as he could, to keep out of the question his own connection with Bristol. In the autumn of 1889 the Corporation of Bristol, at that time the pilotage authority, applied to the Board of Trade for a provisional order curtailing the limits of the compulsory pilotage district of Bristol. He declined at that time to accede, because the question of pilotage generally had occupied the attention of Parliament, and Parliament had in the preceding Session passed an Act by which pilots and shipowners were entitled to representation on the pilotage authority if they desired it. The Bristol pilotage authority, having been reconstituted under that Act, renewed their application for a provisional order. What were the facts of the case? Until the year 1861 pilotage was compulsory throughout the whole of the Bristol Channel to the east of Lundy Island. In 1861

## COMPULSORY PILOTAGE

was abolished so far as regarded the ports of Cardiff, Newport, and Gloucester. What reason was there for retaining the old and unnecessarily extended limit of the Bristol compulsory pilotage district, when pilotage was absolutely free to three of the great ports in the Bristol Channel? He felt himself practically obliged, by the action Parliament took in 1861, to assent to the application for this provisional order. In doing so, however, he took care to keep the interests of existing pilots in view; and he had called the special attention of the corporation to the resolution by which they had bound themselves to deal with this subject in the spirit of compensation for existing interests—first, by increasing the charges for pilotage within the limit of the diminished district; and, secondly, by

## PENSIONING THE OLD PILOTS

out of a superannuation fund which was never contributed to by the pilots at all. The Corporation of Bristol had further undertaken to provide a future superannuation fund. That was the position of the case so far as this particular district was concerned, and he would submit to the House that if these provisions for compensating existing interests were not considered sufficient, the place where that matter should be dealt with was the Select Committee upstairs. As to the statement that this was a stab at compulsory pilotage, it was simply carrying out the action of Parliament in 1861. He entirely disagreed that this provisional order was contrary to the recommendation of the committee in 1888. All he now asked the House was to agree to the second reading of this Bill,

with the understanding that the provisions for compensation would be fairly considered by the Select Committee, and that as far as Her Majesty's Government were concerned they would be glad to assist the insertion of provisions upon this point—(hear, hear.)

Sir J. Weston strongly supported the second reading of the Bill, pointing out that at a recent meeting of the British Corporation 40 members out of 41 present were in favour of the Bill, and that the corporation was ready to lay aside £30,000 as a superannuation fund.

Colonel Hill said that as a shipowner he took great interest in proper pilotage. This Bill, however, did not touch the principle of compulsory pilotage at all. In narrow waters it was a necessity, but not, as in the present case, where the channel was perfectly free. The interests of the pilots affected were to be carefully considered, and therefore he should support the Bill. (Hear, hear.)

Sir E. Reed said that when the debate began it was his intention to vote for the amendment, but his objection to the Bill had been considerably modified by the speech of the President of the Board of Trade. The reason why he should have opposed the Bill was his conviction that a class of men like

## THE PILOTS OF THIS COUNTRY

ought not to be left to the tender mercies of any other body of persons, for there was no class more deserving of the protection and consideration of that House. (Hear, hear.) The President of the Board of Trade, however, now asked that the Bill should be read a second time on the understanding that in Committee the compensation question would be very carefully gone into. He thought that the mover of the amendment could hardly expect to get better terms from the Government and the House, and that it would, therefore, be well to allow the Bill to be read a second time.

Mr. Abraham (Rhondda Valley) said that he had understood the President of the Board of Trade only to say that he would be glad if the question of compensation should be well considered by the Committee; he had not understood the right hon. gentleman to give any guarantee that the question would be considered. If the right hon. gentleman could give such a guarantee he should be able to vote with him, but not otherwise.

Sir M. Hicks-Beach explained that it was not in his power to give the guarantee which the hon. member wanted. The decision of the matter must, of course, rest with the Committee. He had merely expressed his view as the President of the Board of Trade, that the

## QUESTION OF COMPENSATION

must be brought before the Committee by the petitions which the pilots had presented. He had no doubt that the Committee would consider the petitions, and hear evidence. Any decision that the Committee might come to it would be his duty to carry out.

Mr. Abraham said that as no guarantee was to be given he must vote against the Bill. This matter, which vitally affected the interests of the pilots—poor men who had to fight a rich corporation—might with advantage be referred for consideration to the Labour Commission. In order to qualify themselves for their duties the pilots had first to undergo seven years' apprenticeship; they then had to purchase a boat at a cost of £350, and to expend at least £50 per annum on repairs. Other expenses were also incurred, and yet it was now proposed to deprive the pilots of the benefits of their industry and expenditure without awarding them a farthing of genuine compensation. The right hon. gentleman, it was true, had spoken of a compensation fund, but that fund really consisted of the pilots' own money. It was a fine thing surely to compensate men out of their own fund?

The House divided, and the numbers were—

For the second reading	163
Against	119

— 46

The Bill was then read a second time.

THE coroner's jury at Liverpool have found a verdict of "Wilful Murder" against John Conway, the man charged with the murder of the boy Nicholas Martin.

MARINE ENGINEERS' WAGES.—A Sunderland correspondent writes that the conference between the shipowners of Sunderland, Newcastle, and the Harbours and a deputation from the Sea-going Engineers' Committee, on Tuesday afternoon, on the wages question, had no definite result. The members exchanged views with the object of ascertaining the general feeling of shipowners on the matter, and the conference was then adjourned till Monday next.

## MR. ARTHUR WILSON.

Seeing Mr. Arthur Wilson for the first time, says the *Echo*, you would undoubtedly class him among those who have had greatness thrust upon them. There is a curious incompatibility between the man and the circumstances which have made him and his the talk of the town. The last epithet which his best friend would apply to him would be "smart." At first blush you would say that he was an agreeable compound of sea-captain and gentleman farmer. Short of stature and compactly built, he has a round, clean-shaven, open-air type of face which suggests sea-breezes and good hunting weather rather than smart parties and baccarat up to date. A plentiful crop of curly gray hair makes becoming contrast with ruddy cheeks, and there is about him a simplicity and frankness which is exceedingly pleasant. "Thoroughly Yorkshire" is the expression one naturally applies to him—which means kindly, homely, hospitable, bluff, opinionated. He is slightly deaf, and not given to much talking. But when he speaks, voice and manner are decisive, and there is something in the tone which suggests that his opinions are born and not made. He is not young by the calendar—on the contrary, he is a grandfather, and the father of several grown-up sons and daughters. Nevertheless, there is about him a certain boyishness still. He is strangely unsophisticated in manner, and, outwardly, at all events, very little resembles a "man of the world." If you knew nothing about him, it would in no way surprise you to learn that he was a master of hounds; but when you were further told that he was one of the two chief partners in the biggest private shipping firm in the world, that he was the owner of Tranby Croft and 17, Grosvenor-place, a leader of Society, and husband of the chief defendant in the suit of "Cumming v. Wilson and Others," you would pause and ask time to adjust the man to the facts.

If you want to know who and what the Wilsons are you must go to Hull. Their eminence in London drawing-rooms is as nothing compared with their supremacy in the Third Port. All that the non-commercial man usually knows about them is that if you wish to go to Norway you start from Hull in a Wilson liner. But this piece of knowledge, though accurate, gives a very imperfect idea of the facts. Thomas Wilson, Sons & Co. are the owners of ninety steamships, or thereabouts, representing nearly as many thousand tons. They have no competitors on the East Coast, and they brook very few English rivals in their chosen ports on the other side. The red and black funnel and green hull may be seen in most of the harbours of Europe and in some beyond. For, remote as Hull is from the Atlantic, the firm have not hesitated to run a regular line of first-class cargo and cattle boats to New York, while others go as far as Bombay. This immense business, and a great deal else that is subsidiary to it, is in the hands of the brothers Charles and Arthur Wilson, and its equally immense profits are divided between them. What wonder if railway and dock companies bow down before them, and if their word is very much like law in the port which they dominate? It is a supreme achievement, and it is not due to luck, but to the minutest attention to all manner of detail combined with occasional strokes of audacity, subject always to strong and consistent views of commercial policy. Thomas Wilson, the founder of the firm, and a man of comparatively humble origin, had the shrewdness to see the inevitableness of steam in navigation at a time when most others still cling to their faith in sailing ships. His sons have profited by that early foresight, but the credit of extending the business belongs to them, and to the able assistants they have gathered round them.

Mr. Arthur Wilson may be a hunting man and a Society man, but he is, first of all, a man of business, constant in his attendance at the Hull office for the greater part of the year, and most carefully attentive to even the smallest points. He and his brother are employers of labour on a large scale, and it is to their credit that, in spite of the business-like view which they take of their duties, they enjoy considerable popularity among the working classes of Hull. For one thing, they practise the maxim that charity begins at home. They are generous, not on the grand scale, but in a quiet and well-ordered fashion, and especially to their own people. They never neglect a man who has been injured in their employ, and they make constant provision for the widows and orphans of those who have lost their lives. Not long ago Mr. Wilson paid out of his way to pay them a high compliment in a pamphlet, which was the reverse of complimentary to many shipowners. And certainly their ships are well-found, and, as seafaring life goes, their sailors are well-fed and well-housed. They have had their quarrels with

the Seamen's Union, and, when matters became uncomfortable, Mr. Arthur Wilson joined the Shipping Federation, with a fixed determination "to stand no nonsense." But, somehow or other, when the critical time comes, and the decks are cleared for action, either he or his brother step in and propose a conference in their inner office, and after an hour's discussion, almost invariably proclaim "Peace with honour."

By his familiars Mr. Arthur Wilson is known as "The Master," and it is by this name that he likes to be called. He does the part well, and the Holderness Hunt flourishes exceedingly under his government. Not only is he a M.F.H. himself, but he is father-in-law to another M.F.H. Nor does he ever seem so thoroughly at home as with the hunt. He rides well, and is superbly mounted. He has the bluff unreadiness of speech which is much prized among country gentry. He will tell you, with pride, that he is a sportsman, and not a talker. Being Master of the Hunt, it follows that he is a big entertainer. Tranby Croft is never empty of guests, except when the family are in London, or taking holiday. But when it comes to Society the master hands the reins to his wife. She it is who steers the way through the mazes of London Society to the places which are near the Throne. Mrs. Wilson has ability, tact, and ambition, and these qualities, with the aid of boundless wealth, may lead anywhere. She is kindly withal, and knows equally well how to play the hostess in a London drawing-room and in a provincial assembly-room. When her husband did duty, two years ago, as Sheriff of Hull, she entered with zest into all the municipal festivities. It was, perhaps, her crowning success that her husband should have been chosen to succeed Mr. Christopher Sykes as host of the Prince during Doncaster week. But that is another story, and leads to events of which the time to speak is not yet.

## CHARGE OF PERJURY.

## AN ADJOURNMENT.

The last case on the Cardiff police-court list on Wednesday was that of the summons against Harriett Anderson, boarding-house keeper, for alleged perjury in the recent prosecution of Mr. J. H. Wilson, the general secretary of the National Seamen's and Firemen's Union. Towards six p.m.—other business having occupied the court all day—Mr. Allen Upward, barrister-at-law, who appeared on Mr. Wilson's behalf, mentioned the matter with a view to an adjournment. The Stipendiary at once acceded to the application.—Mr. Upward said that his friend, Mr. Belcher, for the defence, had suggested that the case might be taken on Thursday, if his worship was willing to sit on that day, contrary to his custom.—The Stipendiary (warmly): No, indeed I won't. There is a court on every other day. It can come on on Friday.—Mr. Upward asked his worship to fix a particular hour on that day when he would take the case, or say that it should come on immediately after the charges. A large number of witnesses, he added, had been waiting all day.—The Stipendiary: They shall continue to wait if the other work requires to be done. It must come on in its order; no undue preference can be given to your case.—An adjournment accordingly took place until Friday, when, as an adjourned case, the hearing will probably commence immediately after the "charges" have been disposed of, according to the usual practice.

**IMPORTANT TO SEAMEN.**—Here is a case of some importance to seafaring men. In the Court of Queen's Bench, May 26, the appeal case of *Anderson v. the Swansea Shipping Company* was a question as to whether a mariner, a foreigner, but residing when not at sea, in this country, should give security for costs. The plaintiff was a Norwegian—a man not married—and who, when not at sea, lived at Swansea. He had been in the service of the Company as a seaman on board one of their ships which went to Africa. An accident had happened to him by which he was disabled, and the captain had discharged him. He returned to Swansea and sued the Company in the County Court there, under Section 228 of the Merchant Shipping Act, for the arrears of his wages and for compensation for the accident. He failed, and desired to appeal, and now the Company applied that he should give security for the costs of his appeal. For the Company it was urged that the plaintiff was a foreigner, and almost always at sea, and only residing temporarily at Swansea, and so ought to give security for costs. The Court said the application went upon grounds which would equally apply to every action by a mariner a foreigner, though resident in this country. The application must be refused.

## HOMeward BOUND.

The following have been reported as homeward bound since our last issue:—

Actor s left Pernambuco May 25, for Liverpool  
Astral s left Philadelphia May 25, for Liverpool  
A-iania clrd at Pascagoua May 25, for Liverpool  
Armenia s left Bombay May 30, for Liverpool  
Alaska s left New York May 30, for Liverpool  
Aller s left New York May 30, for Liverpool  
Austral left Perim May 30, for London  
Adorna s left Calcutta May 23, for London  
Arabia s left Calcutta May 23, for London  
Africa s left Zanzibar May 26, for London  
Equator clrd at Rosario April 1, for Falmouth  
Amarynthia s left Montreal May 27, for Clyde  
Arvilla left Mobile May 23, for Greenock  
Ardgowan left Astoria May 23, for Channel  
Aracan s left Suez May 21, for U K  
Ariadne left Astoria May 2, for U K  
Augusta Victoria s left New York May 28, for U K  
Athenian s left Madeira May 28, for Southampton  
Arab s left Cape Town May 27, for Southampton  
Bernicia s left Aden May 24, for Liverpool  
Bradenburg s left Maranham May 17, for Liverpool  
Bostonian s left Boston May 27, for Liverpool  
Belgravia s left New York May 29, for Liverpool  
Britannia s left Colombo May 28, for London  
Banca left Bluff Harbour May 24, for London  
Bengal s left Calcutta May 26, for London  
Bungaree s left Melbourne May 15, for London  
Bidar s left Philadelphia May 24, for London  
Bede s left Montreal May 27, for London  
Belgravia s left New York May 29, for London  
Bluebell left Pisagua May 27, for Channel  
Baltimore left Philadelphia May 28, for U K  
Bayonne s left New York May 29, for U K  
Clyde Vale left Valparaiso prior to May 8, for L'pool  
Cathagatian s left Baltimore May 20, for Liverpool  
City of Perth s left Bombay May 22, for Liverpool  
Counsellor s left New Orleans May 27, for Liverpool  
Christabel clrd at Maracaibo April 15, for Liverpool  
City of Paris s left New York May 27, for Liverpool  
Columbus to leave Sydney May 29, for Liverpool  
Circassian s left Quebec May 28, for Liverpool  
Catalonia s left Boston May 30, for Liverpool  
Clan Forbes s left Gibraltar May 28, for London  
Clan Macpherson s left Suez May 28, for London  
Clan Stuart s left Port Said May 26, for London  
Clyde s left Aden May 29, for London  
Chusan s left Suez May 26, for London  
Carmarthenshire s left Singapore May 29, for L'ndn  
Clan Sinclair s left Madras May 27, for London  
Clan Razald s left Colombo May 27, for London  
Cyclops s left Singapore May 13, for London  
City of Bombay s left Calcutta May 25, for London  
Clydebank left Santa Rosalia April 6, for Q'town  
Carston Boe left Buenos Ayres April 15, for Falmouth  
Colombo left Santa Fe April 26, for Falmouth  
Oynthia s left Montreal May 26, for Clyde  
Critic s left New York May 29, for Dundee  
Cheriton s left Suez May 26, for Glasgow  
City of Rome s left New York May 25, for Glasgow  
Corean s left Quebec May 26, for Glasgow  
Crusader left Pensacola May 23, for U K  
Cashmere clrd at Talcahuano April 10, for U K  
Consuelo left New Orleans May 25, for U K  
Corouilla s left Savannah May 30, for U K  
City of Adelaide left Miramichi May 28, for Belfast  
Castlehill s left Newport News May 23, for Ipswich  
Clyde s left St. Vincent May 27, for Southampton  
Dominion s left Father Point May 24, for Liverpool  
Dardanus s left Suez May 27, for London  
Duke of Buckingham s left New Zealand May 24, for London  
Duart Castle s left Halifax May 24, for London  
Duke of Westminster s left Wellington May 29, for London  
Detmar left Laguna May 1, for Falmouth  
Deramore s left Suez May 24, for U K  
England s left New York May 25, for London  
Elizabeth left Iquique May 20, for Falmouth  
Easington s left Charlotte Harbour May 21, for Leith  
Elmfield s left Newport News May 26, for U K  
Eleanore left Savannah May 25, for U K  
Escalona s clrd at Montreal May 16, for Newcastle  
Felician s left Montreal May 24, for Liverpool  
Firth of Clyde left St Helena May —, for London  
Fleetwood left St Helena May —, for Queenstown  
Fair Wind left St John's, N.F., May 23, for Greenock  
Frances Fisher left Melbourne April 12, for U K  
Felix left Mobile May 28, for U K  
Gaboon s left Sierra Leone May 25, for Liverpool  
Gallia s left New York May 27, for Liverpool  
Germanic s left New York May 27, for Liverpool  
Gulf of Florida s left Callao May 29, for Liverpool  
Gulf of Mexico s left Penang May 26, for London  
Glenora left Wellington May 19, for London  
Galileo s left New York May 26, for Hull  
Grimm s left Montreal May 23, for Newcastle



## SHIPS SPOKEN.

Heliades s left River Plate May 20, for Liverpool  
Harold clrd at Parrsboro May 13, for Liverpool  
Henry B Hyde left San Francisco May 15, for Liverpool  
Harmonia left Singapore May 26, for Liverpool  
Hampshire s left Gibraltar May 27, for London  
Harrington left Andaman Island March 11, for London  
Hannibal clrd at Talcahuano April 8, for U K  
India s left Naples May 24, for London  
Ionic s left Rio Janeiro May 26, for London  
Imperial Prince s left Perim May 26, for Dundee  
Ida B left Halifax May 14, for Glasgow  
India s left New York May 26, for Avonmouth  
Jelunga s left Naples May 29, for London  
Kaisow s left Hong Kong May 23, for London  
Khorasan left Port Pirie May 8, for Channel  
Lauderdale s left Suez May 25, for Liverpool  
Lanfranc s left Lisbon May 29, for Liverpool  
Laplace s left Rio Janeiro May 26, for Liverpool  
Lake Ontario s left Quebec May 27, for Liverpool  
Locksley Hall s left Suez May 26, for Liverpool  
Lord Clive s left Philadelphia May 28, for Liverpool  
Legislator s left Tarifa May 27, for London  
Lady Elizabeth left Astoria, O, April 29, for Q'town  
Leny s left Bombay May 20, for U K  
Lord Lansdowne s left Baltimore May 25, for Dublin  
Methley Hall s left Bombay May 27, for Liverpool  
Maori s left Rio Janeiro May 28, for London  
Manora s left Suez May 29, for London  
Moyune s left Hankow May 24, for London  
Monte Videsan s left Quebec May 23, for London  
Massilia s left Melbourne May 23, for London  
Mount Tabor s left Rio Janeiro May 28, for Channel  
Missouri s left Philadelphia May 25, for U K  
Montreal s left New York May 21, for U K  
Montana s left Baltimore May 29, for U K  
Moselle s left Buenos Ayres May 27, for Southampton  
Mississippi s left Baltimore May 22, for Swansea  
Norsemann s left Boston May 26, for Liverpool  
Naparima s left Trinidad May 24, for London  
Nairnshire s left Sydney May 30, for London  
Niceto s left New York May 23, for U K  
Ovenum s left New York May 28, for U K  
Potosi s left Monte Video May 26, for Liverpool  
Port Pirie s left Cape Town May 12, for London  
Pelican s left Gibraltar May 26, for London  
Parramatta s left Port Said May 27, for London  
Peninsular s left Malta May 24, for London  
Pongola s left Natal May 20, for London  
Persian Monarch s left New York May 25, for L'd'n  
Palamed s left Singapore May 29, for London  
Pengern left Melbourne April 7, for Channel  
Palmyra s left Panama Mar 30, for Channel  
Palawan left Wallaroo May 20, for Channel  
Polly Woodside left Valparaiso April 3, for Channel  
Plato s left New Orleans May 25, for U K  
Progresso left New Orleans May 25, for U K  
Prudentia s left Philadelphia May 25, for U K  
Pimera left Talcahuano May 13, for Gloucester  
Prince Arthur left Ship Island May 19, for Newport  
R D Rice left San Francisco May 18, for Liverpool  
Runic s left New York May 30, for Liverpool  
Rowena left St. Helena May —, for London  
Rubens s left Galle May 28, for London  
Robilla s left Colombo May 27, for London  
Republican to leave Rio Grande April 30, for Fal-mouth  
Raymond left Gualeguaychu May 15, for Channel  
Regia left Savannah May 22, for U K  
Siegmond s left Aden May 19, for London  
State of Nebraska s left New York May 29, for Clyde  
San Lorenzo left Rosario May 28, for Glasgow  
Selene Stanford left Colastine May 25, for Channel  
Sullivan left Savannah May 25, for U K  
Somand left Savannah May 25, for U K  
Sondre left Savannah May 29, for U K  
Titan s left Port Said May 26, for London  
Traveller s left Calcutta May 23, for London  
Timaru left Otago May 21, for London  
Tainui s left Lyttelton May 30, for London  
Thomas Melville s left Port Royal May 27, for U K  
Travancore s left New York May 29, for U K  
Texas s left Quebec May 28, for Avonmouth  
Trent s left Santos May 25, for Southampton  
Trojan s left Cape Town May 27, for Southampton  
Umbria s left New York May 30, for Liverpool  
Umbliot s left Las Palmas May 28, for London  
Venetian s left Boston May 27, for Liverpool  
Victoria Regina left St. Helena May — for Dundee  
Vanduaara left Port Pirie May 13, for Channel  
Voladora left New Orleans May 23, for U K  
Windor Castle clrd at Talcahuano May 28, for Liverpool  
Werneth Hall s left Bombay May 23, for Liverpool  
Wyoming s left New York May 23, for Liverpool  
Yoruba s left Lagos May 30, for Liverpool

Asia, British ship, Calcutta to Demarara, 34 S, 16 E.  
Angel—, British ship, could not read name, May 14, 14 N, 27 W.  
Arthur, British, Goole to Gibraltar, May 22, 47 N, 7 W.  
Alvena, s, New York to Kingston, May 17, 32 N, 74 W.  
Ailsa, s, New York to Port-au-Prince, May 17, 28 N, 74 W.  
Ama!, Norwegian barque, Liverpool to Halifax, May 12, 44 N, 48 W.  
Anserona, for San Francisco, May 25, 49 N, 11 W.  
Balmoral, of Liverpool, May 12, lat. 15, long. 75 E.  
Betsey, English schooner, Araba to Bremen, May 31, off Terschelling, all well.  
Bohemia, Liverpool to San Francisco, April 29, 2 S, 24 W.  
"Canute," ship, of Cardiff, May 17, off Bird Rocks.  
Chrysolite, Norwegian barque, steering west, 47 N, 43 W.  
Catherine, schooner, of Salcombe, May 25, 47 N, 28 W.  
Carnarvon Castle, for Valparaiso, May 7, 9 N, 25 W.  
Carn Marth, s, May 31, 47 N, 7 W.  
City of New York, s, bound west, May 30, 47 N, 34 W.  
Commodore T. H. Allen, New York to San Francisco, April 30, 17 S, 37 W.  
Coronel, barque, of Liverpool, bound east, May 19, 41 N, 60 W.  
Colwyn, English barque, from London, all well, May 24, 7 W.  
Durham, s, May 30, 43 N, 10 W.  
Derwent, s, May 31.  
Ephratah, for La Guayra, May 24, 48 N, 7 W.  
Ephrata, brig, of Caernarvon, May 24, 46 N, 7 W.  
Emma Marr, barque, of and from St. John (N.B.), to Liverpool, all well, May 15, 44 N, 34 W.  
Emma Marr, barque, of and from St. John, N.B., for Liverpool.  
Europa, Norwegian barque, Hamburg to San Francisco, May 13, 45 N, 46 W.  
"Fry," of Sadna, May 13, 52 N, 36 W.  
Fred P. Litchfield, barque, New York to Penang, March 13, 22 S, long 30.  
Formosa, English ship, steering north, May 15, 7 N, 28 W.  
Fanny, from Nickerie, May 22, 44 N, 32 W.  
Guy Colin, s, May 30, 44 N, 9 W.  
Hannah Ransom, schooner, of Southampton, steering north, May 12, 2 N, 30 W.  
Hindoo, Wilson Line steamer, bound west, May 25, 45 N, 26 W.  
Imberhorne, ship, Port Augusta to the Channel, lat. 37, 22 S, long. 129 14.  
J. W. Wendt, ship, of Bremen, May 27, off Durlston Head.  
Kafir Chief, English three-mast schooner, steering east, May 19, 43 N, 42 W.  
Lord Kinnaird, for Buenos Ayres, May 7, 8 N, 25 W.  
Lizzie Bell, barque, of Liverpool, Portland to Sligo, May 9, 1 S, 32 W.  
Magnum, barque, May 18, off Green Island.  
Mendoza, barque, of Liverpool, May 19, 36 N, 14 W.  
Mary Watkinson, s, May 30, 43 N, 10 W.  
Manuka, s, May 30, 44 N, 9 W.  
Mississippi, s, bound east, May 31, 49 N, 24 W.  
Magdalene, of Bremen, bound west, May 22, 42 N, 44 W.  
Michael Hutchinson, barque, May 28, off Portland Bill.  
Marion Lightbody, British, Tacoma to Dunkirk, April 2, 45 S, 41 W.  
Nordenskjold, schooner, of Haugesund, steering north, May 25, 30 sea miles SW  $\frac{3}{4}$  S of Cape Finisterre.  
Ocean Spray, from Rio Hache, May 19, 39 N, 48 W.  
Privateer, of St. John (N.B.), bound west, May 29, 50 N, 9 W.  
Pretoria, s, Reynolds, Southampton to Table Bay, May 21, 1 N, 10 W.  
Portia, for Rangoon, May 7, 9 N, 25 W.  
Puck, Danish, Marseilles to New York, May 7, off Cape de Gatte.  
Robert Duncan, Liverpool to Sydney, April 18, 18 S, 32 W.  
Selkirkshire, of Glasgow, Sydney to London 75 days, April 17, 18 S, 29 W.  
Solyst, steam yacht, of South Shields, steering south, May 23, 42 N, 13 W.  
Silver Spray, English schooner, steering west, May 25, 49 N, 9 W.  
Sarah, barque, of Boston, May 24, 41 N, 63 W.  
Serica, British barque, Cardiff to Vancouver, March 20, 17 S, 31 W.  
Silberhorn, four-masted ship, of Liverpool, May 22, 9 N, 36 W, all well.

Skelmorlie, May 30, 10 miles west of Fastnet.  
Santon, of Liverpool, steering SSW, May 16, 6 N, 29 W.  
Thessalus, for San Francisco, May 27, 45 N, 9 W.  
Titan, Vancouver to Delaware, May 13, 21 N, 68 W.  
Truckee, San Francisco to Mazanillo, all well, May 16, off San Diego.  
Thessalus, for San Francisco, May 29, 45 N, 9 W (not as before reported).  
Union, Norwegian barque, steering north, May 12, 6 S, 34 W.  
Vale of Nith, for Brisbane, April 30, 8 S, 33 W.  
Veritas, Norwegian barque, Newcastle to Quebec, May 15, 45 N, 46 W.  
WKBT, ship, May 17, off Magdalen.  
Wendur, English ship, San Francisco to Havre, all well, May 29, 50 N, 22 W.  
Werkeudam, s, New York to Rotterdam, May 24, 41 N, 66 W.  
Warrior, New York to Parrsboro, May 24, 41 N, 66 W.  
Zealandia, of Southampton, steering SW, all well, May 20, 35 N, 15 W, by the Matabele, s, in London  
Zoe, for Callao, May 7, 8 N, 26 W.

A NAVAL Court held at Valparaiso on April 10 and 11, 1891, to investigate the circumstances attending the burning of the British barque *Ocean Rover*, of Swansea, while at anchor at Laraquete, decided that no cause can be found for the outbreak of the fire, and there is no evidence to throw suspicion on any individual of the crew.

ASSOCIATED SHIPWRIGHTS' SOCIETY.—From the last quarterly report we learn the income for the quarter is £2,934 4s. 7½d., the outlay £1,515 0s. 6d., showing a gain of £1,419 4s. 1½d., which added to the worth at the beginning of the quarter £16,638 0s. 1½d., makes a balance in favour of the Association at March 31, 1891, of £18,107 4s. 3d. This income is £104 less than last quarter, but is £687 more than the same quarter of last year. The expenditure was £444 less than last quarter; but is £460 more than the same quarter last year. In the expenditure is included £100 voted as per General Contingent Fund to the railway workers, and the £100 to the seamen, both of which was forwarded during the quarter. Likewise £5 to the Barrow Dock Labourers, and £5 to the Aberdeen Shore Labourers strike funds, so that notwithstanding this extra outlay we have a very fair balance in favour of the Association for the quarter, which, we trust, will continue to induce all members to assist in the further extension and consolidating of our organisation. It likewise proves that these assimilations have, so far, been financially beneficial to the Association.

ALLEGED INTIMIDATION.—Before Sheriff Campbell Smith at Dundee on May 29, Alexander Kinnear, dock labourer, was charged with a contravention of the Conspiracy and Protection of Property Act, 1875. The complaint stated that on May 15, with a view to compel Robert M'Gregor, dock labourer, to abstain from working at the discharging of the ship *Pegasus*, which work M'Gregor had a legal right to do, intimidated him by calling him a "blackleg," taking hold of him, and threatening to strike him and to push him into the dock, and also to stop the discharging of the ship if M'Gregor got work on her, or used words to the like effect. He pleaded not guilty. After hearing the evidence, the Sheriff said that he did not in the least approve of the accused's conduct, and he did not believe the excuse that accused made for himself when he came before his Lordship to emit his declaration—that this thing was done in jest. On the contrary, he believed he was seriously minded, and meant at the very least to annoy or insult M'Gregor because he worked for the Dundee, Perth and London Shipping Company when other men had left their work. He did not think that any man had the right to interfere with his neighbour's actions in the way of earning his bread, and though this man's railing and insolence was condemnable and inexcusable, it was a different thing altogether whether it amounted to what was required in order to establish this case. He was of opinion that the case was not proved. If accused had been charged with assault he would without the least hesitation have convicted him. His Lordship did not believe, however, that M'Gregor had the least fear that Kinnear would beat him or could have put him in the dock. Although that in a certain sense might be intimidation, the sting of the charge was that he prevented a man from doing what he had a lawful right to do. His Lordship was satisfied that what accused said and did merely was to show his indignation and anger at M'Gregor, not for what he was about to do, but for what he had done in the previous week. He therefore found the charge not proven.

## SEAFARING DISASTERS.

*Atossa*, Grevett, of Littlehampton, which sailed from London for Trinidad, with a general cargo, on Feb. 20, and has not since been heard of, is posted as missing.

*Blue Jacket*.—South Shields, June 2, 10.42 a.m.—Schooner *Blue Jacket*, Aberystwith, laden with salt, was run into off Whitby Saturday night by steamer *Cleveland*, since put into Hartlepool. Former's bowsprit, jibboom carried away.

*Beatrice Rillston*.—A telegram from Larnaca states that the *Beatrice Rillston* has been wrecked at Kyrenia; crew saved.

*Craigburn*.—A Melbourne correspondent, writing by way of Colombo on May 12, says:—"The *Craigburn*, a four-masted ship, which was being tugged, slipped her hawser just outside Port Phillip Head, and drifted towards the shore, where she broke up on the rocks. The pilot and the captain quarrelled as to the best means of saving the ship. The latter refused to give £500 to the tug to tow the vessel off, and the pilot ordered the men forcibly to remove the captain, and he was locked in his cabin. It is alleged that the pilot and the captain exchanged blows. The second mate and 14 of the crew passed a fearful night in an open boat and were saved in the morning. Another boatload in attempting to land were capsized by the breakers and five were drowned. The captain and the carpenter were saved by means of the rocket apparatus. Seaman Mackenzie heroically refused to leave the mate, who was drunk. The mate was drowned in attempting to swim ashore, but Mackenzie was saved. Great complaints are made as to the inefficient efforts that were made to save the crew, and an inquiry has been ordered."

*Condor*.—Boston, Linc., May 29.—Steam trawler *Stanley*, of this port, reports on 20th inst., when 140 miles E by N from the Inner Dowling, saw the barquentine *Condor*, of Tonberg, founder. She appeared to be laden and previously abandoned, as no crew could be seen on board.

*County of Lancaster*, s.—Tobermory, May 29.—Steamer *County of Lancaster*, Foulkes, master, Liverpool for Lerwick (salt), stranded mouth of Loch Don, Mull, this morning, remained few hours, proceeded and beached at Tobermory to ascertain damage. Fore tank full of water.

*Gleniericht*.—New York, May 18.—Ship *Gleniericht*, of Liverpool, arrived here from Calcutta, reports that on May 16, on edge of Gulf Steam, had severe hurricane from the NE, during which lost upper foretopmast and lower mizentopmast.

*Godolphin*, s.—New York, May 17.—*Godolphin*, s., from Progreso, when about 100 miles south of Hatteras during severe storm was struck by lightning, which damaged foretopmast and deranged compass.

*Holme*.—The steamer *Oceanic*, from Hong Kong, brings details of the wreck of the steamer *Holme* on the Lucena Rocks. The *Holme* left Antwerp for Hong Kong and Shanghai with a general cargo. She left Hong Kong on April 23. During a fog she ran broadside on the rocks. Half an hour after striking the engine room and after part of the steamer were full of water. The two lifeboats were then launched, and the officers and crew, numbering 26, were got off in safety, but lost all their effects. The boats remained near the wreck until she sank; night coming on they became separated. At noon on the following day the mate's boat was picked up by a passing ship. The captain's boat was picked up later by a different vessel. The crews of both boats suffered considerably from hunger and exposure. They were taken to Shanghai. (San Francisco, June 1.)

*Isabella*, Williams, of Beaumaris, which sailed from Ayr to Falmouth, with a cargo of coal, on Feb. 25, and has not since been heard of, is posted as missing.

*John Marychurch* (s.).—Middlesbrough, June 2, Noon.—Steamers *John Marychurch*, of Cardiff, from Bilbao for Middlesbrough, ore laden, and *Violante*, outward bound, Middlesbrough for Newfairwater, with basic slag, were in collision last night in the Tees, near Middlesbrough. Former has sustained damage to bows; latter proceeded to sea, damage unknown.

*Middlesbrough*, s.—North Shields, May 31, 5.17 p.m.—As the steamer *Middlesbrough* was proceeding up Shields Harbour, at 6.45 p.m. she took a sudden sheer to the north side of the river, and before she could be brought up, collided with and did considerable damage to the following vessels lying moored at the North Shields buoys:—H.M.S. *Triton*, French barque *Tijuea*, and "Norwegian" barque *Carl Both*; damage to *Middlesbrough* not known.

*Martaban*.—Shipwrecked crew of British barque *Martaban* has arrived at New York. *Martaban* sailed from Jamaica, April 16, with logwood, for Glasgow. On May 17 she ran aground on Cuba. The boats were lowered and the ship abandoned. Captain Evans, of the stranded vessel, directed the course of the boats to an island nearer the coast, and the crew landed there with a supply of provisions. Afterwards, when the tide rose, the *Martaban* floated and drifted to seaward, and when Captain Evans returned to the place where the vessel had gone ashore she was six miles out to sea with her rudder and sternpost gone and six feet of water in her hold. Captain Evans and the crew of the *Martaban* were picked up by a schooner and taken back to Havana, where Captain Evans remained when the crew were brought to New York in the *Saratoga*.

*Souverain*, Noblanc, of Auray, sailed from Cardiff for Vannes, with a cargo of coal, on Feb. 28, and has not since been heard of, is posted as missing.

*Sir Albert Rolit* (s.).—Esbjerg, May 28.—The trawling steamers *Sir Albert Rolit* and *Dania*, which were seized the day before yesterday for illicit fishing, have been released. The former vessel had to pay a penalty of £5, and her trawl gear was confiscated. The *Dania* is owned by a Danish Company.

In the House of Commons Mr. Lyell asked the President of the Board of Trade whether any arrangements had been made for erecting a lighthouse on the Sule Skerry, off the north-west of Scotland, and, if so, what was to be the character of the light, and when the work would be begun. Sir M. Hicks-Beach, in reply, said: The Board of Trade have given their statutory sanction to the erection of a first order group flashing light on Sule Skerry, and it is expected that the work will be commenced this summer.

The administration of the Bureau Veritas has just published the list of maritime disasters reported during the month of April, 1891, concerning all flags. We remark in this publication the following statistical returns:—Sailing vessels reported lost: 16 American, 2 Austrian, 26 British, 1 Danish, 1 Dutch, 7 French, 7 German, 4 Italian, 20 Norwegian, 1 Portuguese, 2 Russian, 1 Spanish, 2 Swedish; total 90. In this number are included 13 vessels reported missing. Steamers reported lost: 10 British, 1 Norwegian, 1 Spanish, total, 12. In this number are included 2 steamers reported missing. Causes of losses—Sailing vessels: Stranding 42, collision 9, fire 2, foundered 5, abandoned 10, condemned 9, missing 13; total 90. Steamers: Stranding 5, collision 3, foundered 1, condemned 1, missing 2; total 12.

The death is announced of Mr. John Gibson, shipowner, at Blyth, where he was one of the best known shipowners in that district. He had risen from the position of captain to be the owner of several vessels. It is probable he was connected with Thomas Gibson, of the ship *Hesperus*, of Blyth, who was captured on Christmas Day, 1807, by the French, just as he had reached the English coast from Archangel, and who died in a French prison. A brother of the recently deceased gentleman was Captain Thomas Gibson, of the ship *Blyth*, which in 1847 ran the famous race from Blyth to London with the ship *Honour*, Captain Jas. Heatley, belonging to the same place. The race was from the northern port to Gravesend, and it terminated—after causing tremendous excitement—in the victory of the *Honour* by less than a mile, the run having been made in 48 hours. Mr. Gibson had himself a good record of smart seamanship; but he was a man of a retiring disposition, and made light of his abilities.

JUDGMENT was given on Wednesday in the Board of Trade inquiry at Liverpool into the cause of an explosion on board the coasting steamer *Exchange*, on April 29 last, whilst bound from Swansea to Newry with a cargo of 265 tons of South Wales steam coal. The Court found that there was no provision for surface ventilation of the coal cargo independently of the hatchway, and that the vessel was not in a seaworthy condition when she left Swansea, having regard to the fact of the absence of this provision for surface ventilation. The explosion was caused by the mate striking a light in the lamp-room, and so igniting the gas which had leaked into the lamp room from the hold, where it had accumulated owing to the want of ventilation. Neither the master nor the mate was in default, but the managing owner, Mr. W. Thomas, was to blame for not having made provision for the ventilation of the cargo. Having regard, however, to the fact that his attention had not been specially directed to the question of ventilation, the Court did not order him to pay the cost of the inquiry.

About six days ago a spaniel bitch belonging to Mr. Palfray, dyer, Selkirk, caught a young hare in the haugh, and brought it home. Anxious to know what the animal would do with its foundling, a couch was prepared for the pair, and since then the hare has been suckled and carefully cared for by its foster-mother, and seems to be getting on well.

At 9.10 a.m. on Sunday, while the Princess Beatrice, belonging to the Victoria Steamboat Association, was proceeding down the river off Tower-bridge she was run into by the tug *Trafalgar*, belonging to Henry Grey, doing considerable damage to her port sponson. She landed her passengers at Cherry-gardens, and afterwards steamed up the river.

The Public Health Committee of the Edinburgh Town Council have recommended that a dairyman in the neighbourhood of the city should be paid the sum of 50 guineas as compensation for the loss sustained by him in connection with the late epidemic of scarlet fever, and as a recognition of his services in aiding the public-health officer to trace the cause of the epidemic.

Mrs. Collins, a middle-aged woman, the wife of the landlord of the Bush Inn at Dorking, fell from a "roundabout" at Epsom Downs on the Oaks Day; her clothes caught in the apparatus, and she was dragged round several times before the machine could be brought to a standstill. She received injuries of a very serious nature, and succumbed to them on Monday.

The Lords of the Admiralty have entered into negotiations with the Orient Steamship Company with a view to ascertaining the terms upon which they will be prepared to undertake the manning and working of the Indian troopships. In the event of an arrangement being come to, upwards of 1,100 officers and men would be available for service in our ships of war.

A disturbance was created at Arbreole, near Lyons, on Friday, by the workpeople of a large silk factory there who are on strike. Some thousand people assembled in front of the works shouting and hooting, and continued to conduct themselves in so disorderly a manner that the gendarmes were compelled to intervene. After charging the people order was restored.

Between 7 and 8 o'clock on Sunday evening great excitement was caused on the seafloor at Sandgate by a collision between a large steamer and a yawl yacht. The steamer, when the vessels collided, stood by and lowered a punt. Ultimately, the steamer took the yacht in tow, and proceeded towards Dover. A Folkestone steamer also went to the yacht's assistance.

Four county magistrates, sitting at Sunderland Police-court, were on Saturday served with notice of action for damages against them for having wrongly, and without jurisdiction, made an order of commitment against Mr. Samuel Storey, M.P. The action will probably come up at the Durham Summer Assizes. The magistrates were Colonel Briggs, Mr. H. C. Abbs, Dr. Maling, and Mr. R. H. Gayner.

On Saturday evening George Wood, a potter, of Fenton, and Thomas Daniels, a drayman, in the employ of the Midland Railway Company, quarrelled in a public-house at Longton, Staffs. It is alleged that Daniels struck Wood in the face with his fist knocking him back on his seat. At all events, Wood fell upon the floor unconscious, and died 10 minutes afterwards. Daniels was arrested.

Stockings made from human hair are worn by Chinese fishermen as the best preventive of wet feet. They are drawn over ordinary cotton stockings, being too rough for putting next the skin. Altogether, human hair is a very useful article of produce in China, for besides the quantity sent to Europe to adorn ladies' heads, the coarser kind is collected from the barbers' shops for manuring the rice fields.

On Sunday afternoon an accident occurred on the River Thames, by which two young men lost their lives. About half-past 3 o'clock a boat with five young men was observed off the King's Head, Putney, when from some cause at present unknown it capsized. Great efforts to rescue the men were made by boats in the vicinity, and amid a scene of great excitement three were saved. Two had sunk before aid reached them.

The *Times* correspondent in Rome repeats the statement that a renewal of the Triple Alliance has unquestionably been decided upon by the Italian Ministry. This decision, he says, has at no moment been doubtful since the advent of the present Government. The *Berlin Post* states that the Marquis di Rudini quite recently formally communicated to the German and Austrian Governments the firm adhesion of Italy to the Alliance.

A very serious accident occurred on Saturday morning in connection with the construction of the tower of St. Lawrence's Church. Four men named Husk, Hine, Thomas, and Edwards were descending the structure by means of a lift for the purpose of getting their breakfasts, when the wheels of the driving-drum broke, and the lift fell a distance of 50ft. The men, who had several bones broken and were otherwise seriously injured, were removed to the hospital.



## THE SHIPOWNER'S GRIEVANCE.

Poor Mr. Shipowner, I think you'll agree,  
You are having a very bad time,  
And in spite of the bait you have offered of late,  
The sailors see fit to decline.  
How strange you must think it that they should  
refuse

The dainties you love to provide,  
And not only grumble, but worry you so  
To give better wages beside.

You think it so sad they should call the pork  
bad,  
And grumble at beef hard as leather,  
And want to be spared from a watery grave,  
And upset your plans altogether.  
When you send them to sea in ships you've in-  
sured

You study their interest so well  
That you care not a jot if down go the lot,  
And you manage a story to tell.

You say how you grieve for their terrible fate,  
Your loss is so great, you are poor;  
And the hypocrite's tear you will wipe from your  
eye

While the widows you spurn from your door.  
And you groan in the spirit and moralise thus:  
Would that Wilson had never been born,  
For no Union then would there be to defend—  
You should hear of these people no more.

Poor Mr. Shipowner, I'm sorry for you,  
Your riches they trouble you so;  
You mass them by fraud, and you'll get your  
reward

In the place where all great sinners go.  
And there you will suffer, and justly so too,  
For the lives you have recklessly slain,  
And the widows and orphans you've made in the  
past

Will mock you and add to your pain.

DELEGATE'S WIFE,

Green's Home Branch, S. and F. U.

5, Jeremiah-street, Poplar.

**PROPOSED HARBOUR FOR CRASTER.**—The fish-  
men of Craster recently considered plans and speci-  
fications of a proposed harbour for Craster,  
submitted by Mr. J. Watt Sandeman, civil engineer,  
of Newcastle, who had, by the request of Mr.  
John Craster, of Craster Tower, made a careful  
examination of the sea entrance to the village.  
Two schemes were set forth, viz.:—A small har-  
bour which would cost £23,000, and a large harbour  
at a cost of £39,000. The engineer highly recom-  
mended the larger scheme, and the fishermen agreed  
with this opinion. It was resolved to petition Par-  
liament, through Sir Edward Grey, to make a  
harbour of refuge. Messrs. Archibald & Moor have  
now met Sir Edward Grey, and laid the scheme  
before him, and he has consented to lay the whole  
matter before the House of Commons as early as  
possible.

**CATTLE-CARRYING TRADE.**—Replying in the  
House of Commons to a question by Col. Waring,  
Mr. Chaplin said: I am afraid it is the case that  
cattle suffer considerably during their voyage from  
Ireland to Great Britain, especially in heavy  
weather. But the Board of Agriculture have no  
reason to believe that it is a common occurrence  
for cattle to be smothered and trampled on, or to  
have their backs and legs broken, on the passage  
from Ireland to England. With regard to the  
specific cases referred to in the report of the Glas-  
gow and West of Scotland Society for the Preven-  
tion of Cruelty to Animals, inquiries are now being  
made by my directions, but I am unable to say at  
present whether the statements made are correct.  
The statements referred to in the memorial pre-  
sented to the Irish Privy Council in Feb. 1889, so  
far as the Board of Agriculture are aware, are in-  
correct, and although serious and sometimes fatal  
cases occasionally occur, I am informed that they  
are very rare, and that more suffering and more  
injury are caused by the way in which the animals  
goe each other with their horns than by any other  
means. As a matter of fact, the same regulations  
as for the Transatlantic traffic are in force at this  
moment, but the conditions under which the Irish  
traffic and the Atlantic traffic are conducted are so  
different that I could not undertake on all occa-  
sions that they should be identical, nor would it  
indeed be always desirable. I am, however, inquir-  
ing carefully into the whole question of the Irish  
cattle traffic, and every effort will be made by the  
Board of Agriculture to diminish as far as possible  
the sufferings of cattle coming to England from  
Ireland.

## BULL-FIGHTERS MORTALLY WOUNDED.

Last week, says a Madrid telegram, will remain  
famous in the annals of Spanish bull-fighting. No  
fewer than three bull-fighters, two matadores, and  
one banderillero have been mortally wounded and  
died within a few days' of receiving their wounds  
in the Madrid, Aranjuez, and Cordova bull-rings.  
Five other bull-fighters were wounded in the same  
rings and one of them is disabled for life. Lastly,  
a picador was thrown with such violence against  
the barrier of the ring that he had one rib broken  
and so severe a concussion of the brain that he  
died after a few days' illness. The burial of the  
bull-fighters was conducted with great pomp, all  
their comrades, many Spanish journalists, amateurs  
of all ranks, and the authorities assisting. Queen  
Christina, who seldom goes to the bull-fights, sent  
an aide-de-camp to inquire after the wounded  
toreros at Aranjuez. It has been remarked this  
season that the Madrid bull-ring has been attended  
every Sunday by a great number of foreigners,  
especially English and Americans, passing through  
the Spanish capital.

## FIGHT WITH A LIONESSE.

A terrible battle has occurred at Atalanta  
(Georgia), between Mr. Mosteller, superintendent  
of Grant Park, and a Mexican lioness named  
Molly, one of the animals kept in the menagerie  
attached to that place of popular resort. Mrs.  
T. R. Bell took her little boy of four years to the  
park, and told Mr. Mosteller that her son was  
extremely eager to see the lion cubs. Mosteller at  
first refused permission, but changed his mind on  
seeing that the child appeared to be a manly little  
fellow, and lifting him in his arms walked to the  
cage to let the boy look through the bars. The child  
was delighted, and Mosteller started to move round  
to the other side to get a better view, but being  
inside the railing he had to pass within two or  
three feet of Molly's cage, next to the one contain-  
ing her cubs. Suddenly the lioness stretched out  
her paw between the bars, and made a clutch at  
the boy. The blow fell short, but her claws caught  
the child's clothing, and at the same time she  
attempted to draw him to the bars. Before  
Mosteller could move the beast had brought the  
boy within reach, and with a snap seized one of  
his hands in her mouth. Steadying herself with  
one foot against the bars, she was just about to  
strike a blow direct at the child's face, when the  
superintendent, who still held the child, and was  
struggling with all his might to get him free, threw  
his hand against the cage with the object of divert-  
ing the attention of the enraged animal. This had  
the desired effect, and was probably the means of  
saving the child's life, for Molly, while still  
grasping the boy's clothes, began savagely clawing  
Mosteller's hand with her disengaged paw. All  
this had occupied but a few seconds, and the horri-  
fied spectators had had no time to help. Now,  
however, they rushed to the cage, and with sticks,  
umbrellas, and large stones, beat the sides and  
head of the lioness, which with a growl relaxed  
her hold of the child and turned to meet her new  
enemies, while the almost distracted mother  
grasped the boy in her arms, and rushed with him  
to her carriage. The child was bleeding from the  
neck and side of the head, but his injuries are  
not fatal. Mr. Mosteller's hand was torn, but he  
also suffered no serious hurt.

## TERRIBLE LYNCHING AFFAIR.

Details of a terrible tragedy have just reached  
New Orleans. The affair took place at the Grande  
Kay plantation in Pointe Coupée parish. This and  
the other levée camps in the vicinity have long  
been infested by a gang of gamblers, who were in  
the habit of starting from New Orleans in time  
to arrive at the various camps on the respective pay-  
days, when the "hands" would have plenty of  
money, the bulk of which they generally succeeded  
in securing before morning. On Saturday the  
gamblers arrived and went to work in their usual  
style, inveigling the negro workmen to gamble.  
Play lasted all night. Early on Sunday morning  
Hummel, one of the gamblers, picked a quarrel  
with William Jennings, a levée "hand," and shot  
him dead. The gamblers had long terrorised the  
workmen and this came as the last straw. The  
long-suffering victims of violence and virtual  
robbery seized the gamblers—who by this time were  
reduced to a condition of abject terror, beseeching  
their late victims for mercy—and, giving them  
five minutes to say their prayers, proceeded in a  
body to the forest. There they selected a tall tree  
with stout limbs and, swinging ropes over the  
branches, hanged Hummel, Alexander Campbell,  
and another gambler, whose name is not known.  
The bodies were not discovered till Tuesday.

Individual (stepping into witness-box): "As I  
was going home last night, your worship, somebody  
fired a pistol, and the shot went right through  
my hat." Magistrate (impatiently): "Tut, tut!  
My good man, that's nothing. Wait till you get  
one in your head, then we will go into the matter.  
Next case."

The doctor of the future.—At the telephone: "Are  
you there?" "Well, what is it?" "Is that you,  
doctor?" "Yes." "I don't feel well." "Cough into  
the receiver." "Hum! Hum! Hum!" "No  
immediate danger. Take some chloride lozenges.  
Keep yourself warm. I'll be round to see you  
directly." "Thanks."

"My poor man," inquired the kind-hearted gentle-  
man who was visiting the prison, "do you mind  
telling me what brought you here?" "No, sir,"  
answered the short-haired man in cell No. 678, "it  
was whisky." "I thought so." "Yes," said the  
prisoner, with a heavy sigh, "if I hadn't been  
drunk you bet yer life they'd never a-ketched me."

At party of vegetarians, who were boarding at a  
watercure establishment, while taking a walk in the  
fields were attacked by a bull, which chased them  
furiously out of his pasture. "That's your gratitude,  
is it, you great hateful thing?" exclaimed one of  
the ladies, panting with fright and fatigue. "After  
this I'll eat beef three times a day!"

Chemists have some very queer applications for  
prescriptions. An old war veteran limped into a  
shop one day, and said to the druggist: "I want  
some medicine." "What kind of medicine?" "Oh,  
I don't know. What do you recommend?" Where  
does the seat of your difficulty seem to be?" "In my  
wooden leg, mister. It's gettin' all worm-eaten."

Three men, an Englishman, Irishman, and Scotch-  
man, were travelling together. They called at a  
wayside inn, had a glass of beer, paid, and took  
their departure. A few steps farther on the  
Englishman observed: "I noticed a fine silver  
watch hanging on a nail over the counter." "Let  
us, go back and fetch it," said the Irishman. "Use-  
less trouble," added the Scotchman, "I have it in  
my pocket."

At Brighton.—Wife: "I am going to economise in  
our household, George." Husband: "Why, you  
prudent little soul, how?" "I am going to dis-  
charge our servant, and get an older person." "Well,  
that will be no good; the older one will  
demand just as much wages." Wife (looking at him  
straight): "Very likely, Mr. Brown, but you won't  
need to give her half-crowns; and what kisses you  
want you may have from me—me, sir."

Two ladies, one of them somewhat older and  
homelier than the other, occupied orchestra seats in the  
theatre a few nights ago. The younger one was  
heard to remark: "Do you know that those im-  
pudent men in the seat right back of us are talking  
about us?" "No, they are not. They are not talking  
about us at all. They are not paying any attention  
whatever to us," replied the other. "They ain't?"  
Well, I wonder what insults we will have to put up  
with next."

Two Englishmen who had been bosom friends  
went to America. They met with poor success,  
drifted apart, and finally one took a position as  
waiter in a cheap restaurant. He hadn't been there  
long before his friend appeared at the dinner. The  
meeting was not over-joyful. "Why, old man, you  
down to a waiter, eh? Gracious how you have  
fallen! And in a restaurant like this, too!" "Yes,"  
replied the waiter, turning on his friend sarcastically,  
"but I don't eat here, thank goodness."

Mr. Prune the grocer was never known to acknow-  
ledge that he was out of any article without calling  
attention to some other article that he did have.  
A bet was made by Johnson that he could ask  
Mr. Prune a question that would cause him to omit  
the usual addendum. Said Johnson as he entered  
the shop where the conspirators had already  
gathered: "Mack, do you think it will be Liberals or  
Conservatives at the next election?" Mack re-  
plied with some asperity—"Oh bother! I am out of  
politics!" Johnson was on the verge of giving vent  
to his delight when Mack added: "But I've got  
some of the best cheese you ever put your teeth  
into."

In endeavouring to take the census for the  
Government the officers occasionally met with such  
difficulties as to well-nigh deprive them of their  
senses. The following colloquy is said to have taken  
place somewhere between an official and an Irish-  
woman: "How many male members have you in  
the family?" "Niver a wan." "When were you  
married?" "The day Pat Doyle left Tipperary for  
Ameriky. Ah! Well I mind it. A sunshiner day  
never gilded the sky of ould Ireland." "What was  
the condition of your husband before marriage?"  
"Divil a man more miserable. He said if I didn't  
give him a promise within two weeks he'd blow  
his brains out with a crowbar." "Was he at the  
time of your marriage a widower or a bachelor?"  
"A which? A widower, did you say? Ah, now,  
go away wid your nonsense. Is it the likes of me  
that would take up with a second-hand husband?  
Do I look like the wife of a widower? A poor devil  
all legs and consumption like a sick turkey! A  
widower! May I be blessed if I'd not rather live  
an ould maid and bring up a family on buttermilk  
and praties!"

# SEAFARING MEN SHOULD JOIN WITHOUT DELAY, AT REDUCED ENTRANCE FEE, THE SAILORS' AND FIREMEN'S UNION

Great Britain, Ireland & other Nations.  
Telegraphic Address: "AGITATORS, LONDON."

PRESIDENT:

**SAMUEL PLIMSOLL, Esq.**

Among the chief objects of this powerful Union are:—

- To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- AARHUS.**—A. Nielsen, Agent, Office, 21, Nørregade.
- ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
- AMBLE.**—G. H. Guthrie, 1, New Bridge-street, via Acklington.
- AMSTERDAM.**—H. Wienhuizen, Waterloo Plain, secretary.
- ANTWERP.**—
- ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.
- ARBROSSAN.**—J. McMurray, Jun., 59, Glasgow-street.
- ARKLOW.**—P. Bolger, Main-street.
- BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
- BARRY DOCK.**—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. Gore, medical officer, Barry-rd., near Mitchell Hotel, Cadroxton; H. J. Morris, 7, Station-road, Barry Dock, delegate. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
- BELFAST.**—Clippett, 41, Queen-square.
- BIRKENHEAD.**—D. J. Kenny, 12, Taylor-st., sec.; J. Kerr outside delegate; W. A. Tetlow, Esq., solicitor. Meeting, every Wednesday at 7.30.
- BLITH.**—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
- BO'NESS.**—John O. Neil, Albert-buildings. Office hours, 9 a.m. to 5 p.m.
- BOSTON.**—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
- BREMENHAVEN.**—F. Fintchens, Buergermeister, Sinit Strasse, secretary.
- BRISTOL.**—T. J. Dancy, 41, Prince-street, Queen's-square, sec.; Dr. Walker, 115, New Cut, medical officer; Captain Langdon, 69, Queen-square, treasurer; C. Jarman, delegate. Meetings every Monday, 7.30, at The Ship, Redcliff Hill.
- BURNTISLAND.**—Jas. Moody, 12, Somerville-st., sec.; Alexander Mackintosh, Esq., 41, High-st., law agent. Meeting, Monday at 7 p.m.
- CARDIFF.**—John Gardner, Sailors' Union Institute, West Bute-street, secretary Dr. De Vere Hunt, Westbourne-crescent, medical officer; J. H. Jones, Esq., St. Mary-st., solicitor. Dr. Hunt attends at above Institute daily at noon.
- COPENHAGEN.**—Office, 11, Harnegade. Meeting, Wednesday, 7 p.m.
- CORK.**—Michael Austin, 6, Patrick-street.
- CHRISTIANIA (Norway).**—Branch office, 2, Raahusgaden; O. S. Nielsen, secretary. Meeting, Wednesday evening at 8 p.m.
- DOVER.**—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 18, Commercial Quay.
- DROGHEDA.**—Thos. McKevitt, Quay-st., Dundalk, sec. Agent in Drogheda, 15, Peter-st. (N.U.D.L. Hall). Meeting, Friday, 7.30 p.m.
- DUBLIN.**—M. Bolger, 50, Seville-place, sec. Meeting, Friday, 7.30 p.m. Gerald Byrne, Esq., 29, Lower Ormond Quay, solicitor.
- DUMBARTON.**—J. McNee, Kirk-street, agent.
- DUNDALK.**—Thos. McKevitt, Quay-street, secretary. Meeting, Tuesday and Thursday.
- DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, sec.; Messrs. Cowan & Durbar, 3, Reform-st., Dundee, solicitors. Meeting, Monday, 7.30.
- DUNGEVY.**—P. Power, 5, St. Mary-street.
- FLEETWOOD.**—J. Davidson, S. & F. Union, corner of Dock and Albert-streets, sec.; F. Addie, Esq., solicitor. Meeting, Wednesday, 7 p.m.

- GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday 7.30, at 102, Maxwell-street. Telephone 3184.
- GOOLE.**—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tues. and Fri., 7.30.
- GOTHENBURG.**—A. Bruce, secretary, No. 31, Stigbergsgatan. Office hours, 9 to 1 and 2 to 6. Meeting every Wednesday evening at 8, in Bergsgatan 24.
- GRANGEMOUTH.**—Edwin Cowie, 6, South Charlotte-st., sec. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-st., solicitor. Meeting, Monday, 7 p.m.
- GRAVESEND.**—John Degin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
- GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Tuesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.
- GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
- GREAT YARMOUTH.**—Charles Albrough, Pier Plain, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.
- GREENOCK.**—G. McNaught, 16, East India Breast.
- HAMBURG.**—H. Gehr, Hafenstrasse 79, secretary; C. Stoemer, outside delegate.
- HARWICH.**—J. Ayton, secretary, Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.
- HULL.**—T. Carr, Unity Hall, and Office, 11, Postern-gate, sec. pro tem; J. Hussey and A. Clark, outside delegates; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor; Rev. W. R. Welch, hon. chaplain. Meeting nights, Tuesday and Friday, at 7.30, in Unity Hall. New Office opened in Hotham-st., near the Bridge, Alexander Dock, Hedon-rd. Office hours, 12 to 4. Fishermen's Section, 65, West Dock-avenue; J. G. Runnacles, secretary. Meeting, Monday, 2.30 p.m.
- KING'S LYNN.**—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Monday evening, 8 p.m., at Royal Standard, County Court-road.
- LEITH.**—James Brown, Seamen's Union Office, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer. Meetings held every Thursday, at 7.30 p.m., in the Labour Hall, 77, Shore, Leith. Telephone No. 555.
- LIMERICK.**—F. Reynolds, agent, 24, Windmill-st.
- LIVERPOOL (Branch No. 1).**—H. R. Taunton, 8, Price-street secretary; George Garrett and W. H. Noble, outside delegates; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.
- LIVERPOOL.**—(Branch No. 2).—T. Connorty, 133, Derby-rd., Bootle, sec.; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.
- LIVERPOOL (Branch No. 3).**—J. Conway, 19, Stanhope-street, South Docks.
- LIVERPOOL (Branch No. 4).**—P. Marmion, secretary, 12, Boundary-street, North End, close to Shipping Office. Meeting, Wednesday, 7.30.
- LIVERPOOL (Tug and Ferryboat Branch).**—Meeting Malakoff Hall, Cleaveland-sq., Wednesday evening, 6.30. Delegate, J. Roscoe.
- LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 2, Chichester Villas; Lower-road, Deptford, secretary. Meeting, Monday, 7.30 p.m., at Chichester Tavern. R. Mathews, outside delegate. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
- LONDON (Tidal Basin).**—F. Fowler, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor.
- LONDON (Tower Hill).**—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting, Thursday evening, in the office, at 8. T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Telephone, 11, 167.
- LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; T. Watson Brown, Esq., B.A., LL.B., 20, East India-road, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.
- LONDON (Tug-Boat Branch).**—G. Donaldson, 10, Cold Harbour, Blackwall, secretary. Office hours, 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.
- LOWESTOFT.**—J. Linder, assistant sec., 4, St. George's-terrace, Lorne Park-road, South Lowestoft.
- LONDONDERY.**—A. O'Hea, 27, William-street.

- MALMO.**—Axel Danielson, Nørregation No. 3b.
- MARYPORT.**—F. F. Gant, Elliott-yard, Senhouse-street, secretary. Meeting, Monday, 7 p.m.
- METHIL.**—Wm. Walker, Commercial-street.
- MIDDLESBRO.**—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 68, John-st., Sunderland, solicitor; William Jackson, outside delegate. Meeting, Monday, 7 p.m., at Market Hotel; committee, Thursday, at 7 p.m. Telephone No. 5127.
- MONTROSE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
- NEWCASTLE-ON-TYNE.**—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
- NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-street secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.
- NEWRY.**—D. Lennon, agent, Dublin-road. T. McKevitt, Quay-street, Dundalk, secretary. Meeting, Wednesday, 2 p.m.
- PETERHEAD.**—A. J. Guthrie, 51, Broad-street, sec. Office hours, 8 a.m. to 8 p.m. Wednesdays 8 a.m. to 2 p.m. Saturdays urgent business only. Meeting, 51, Broad-st., first Tuesday in month at 8.
- PENARTH.**—J. Harrison, Kingsland-crescent, Barry Dock, secretary; J. Beattie, 26, Olive-crescent, Cogan, Penarth, delegate; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.
- PLYMOUTH.**—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Notte-st., sec. F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Tuesday evening, 7 p.m., at the office.
- PORT GLASGOW.**—G. McNaught, 16, East India Breast, Greenock.
- PORTSMOUTH.**—W. Thorburn, 38, St. John's-road, Threatham.
- ROTTERDAM (Holland).**—J. R. de Vries, secretary. Office, Wester Kade, No. 2, near Sailors' Home and Shipping Office.
- RUNCORN.**—T. H. Thompson, Waterloo Hotel, Top Locks, agent.
- SCANDINAVIAN DEPARTMENT.**—Victor Backs, sec. Office, 10, Classensgade, Copenhagen.
- SEAHAM HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.
- SHIELDS (South).**—D. Clement, Seamen's National Union Hall, Coronation-st., sec.; M. Logan, assistant sec.; Dr. Robson, medical officer, 1, Regent-st.; solicitor, R. Jacks, Esq., 72, King-st. Meeting, Monday at 7 p.m.; committee Friday, at 7 p.m. Sub-Branch—J. Longin, river secretary Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.
- SHIELDS (North).**—Wm. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
- SOUTHAMPTON.**—T. Chiver Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.
- STOCKTON-ON-TREES.**—E. Page, sec.; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
- SUNDERLAND.**—W. Lonsdale, sec., Prospect-row, near Shipping Office. J. Henderson, outside delegate. Meeting, Monday, 7 p.m. Dr. Wood, 32, Frederick-street, and Dr. Burns, Holy-terrace, medical officers; J. J. Bentham, Esq., 68, John-street, solicitor. Telephone, 443.
- SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st.
- WALLSEND.**—Septimus Johnson, 17, Third-street, Palmer's Buildings.
- WATERFORD.**—J. Sullivan, 82, Quay.
- WEST HARTLEPOOL.**—J. Leahy, Russell's Buildings. Meeting, Friday, at 7 p.m., at office.
- WEXFORD.**—P. O. Dwyer, Main-street.
- WICKLOW.**—Thomas Gregory, Main-street.
- WHITBY.**—Paul Stamp, agent, Fleece Inn.
- WHITSTABLE.**—J. Donovan, Harbour-street, secretary; J. Tookey, Faversham, agent.
- WHITEHAVEN.** } J. J. Gant, Maryport.
- WORKINGTON.** }
- YEOGHAL.**—J. Collins, Braun-street.



# ALL SEAFARING MEN should know THE TRUTH about the SAILORS' AND FIREMEN'S UNION VERSUS THE SHIPPING FEDERATION.

## A TRUE ACCOUNT OF THE STRUGGLE.

As the "Shipping Federation" have been spreading false reports of the result of the recent struggle, the following statement of facts will be interesting to seafaring men and others. The principal cause of the dispute between the Seamen's Union and the Shipping Federation was the latter body insisting on our members paying for and signing an agreement called the Registration Ticket. As this ticket entitled the holder to membership in another Seamen's Union (a fostering of the Shipping Federation), and a preference of employment in all their ships, it was plainly seen that the object of the Federation was to break up the power of our National Union.

The result of this was that our members in Cardiff and London refused to sign this badge of slavery, and left their ships. The Federation agents then tried every means to fill up our men's places; anything, Malay, Chinaman, or Lascar, that was able to put a mark on a ticket was given preference of employment, while British Seamen and Firemen, the backbone of our Mercantile Marine, were rejected because they would not patronise the Shipowners' Union and sail with the scrapings of every nation under the sun.

After the dispute had lasted several weeks, and the Shipping Federation found they were getting the worst of the battle, they withdrew the preference clause from their ticket. Finding this did not have the desired effect, and thinking that their little Seamen's Union was in the way, they took it out and buried it in the coffin that was intended for the National Union. Still our men held out and refused to take their ticket. The Shipping Federation then gave notice that no charge would be made for it. Finding our men would not take the ticket after all those changes had been made, the Shipping Federation then promised that the sum of £25 would be paid to the relatives of any seaman in the event of the seaman's death while in their employ, providing the seaman was in possession of one of their tickets.

It is unnecessary for me to make any further comments on the Federation Ticket. All seafaring men will, I am sure, be able to see for themselves the wonderful change that has been made in the clauses, and for this purpose the two Federation Tickets are printed. Had the Seamen's Union received the support a great struggle like this entitled them to, the victory would have been more complete and lasting.

As a number of our members have not had the opportunity of seeing the original Federation Ticket that was the cause of the late dispute, it is printed side by side with the harmless piece of parchment that now answers to the name.

## THE FEDERATION TICKET. BEFORE THE FIGHT AND AFTER

### RULES.

1.—Registration Tickets shall be issued to every sea-going person, of whatever capacity, making application for same, subject to the following rules:—

2.—The Official in charge shall, before granting a Registration Ticket, make reasonable inquiries as to the *bona fides* of the applicant, by examining his Certificates of Discharge or other references, and by other necessary means.

3.—Registration Tickets shall only be issued at the Seamen's Registration Offices during office hours, and will only be recognised when properly filled in, signed, and stamped. The official in charge shall have power to detain, or refuse to renew, any Registration Ticket improperly obtained, or in the possession of any person not entitled thereto.

4.—That for the protection of Seamen, this Ticket must be renewed once in every six months, or, if at sea, as soon after as practicable. The fee for registration (including Registration Ticket and Rules) is 1s., and for each renewal, 6d., which also entitles to membership in the "AMALGAMATED BRITISH SEAMEN'S PROTECTION SOCIETY," if desired. Members of any other Seamen's Union may, however, avail themselves of the advantages of registering for employment, without prejudice.

5.—This Registration Ticket entitles the holder to preference of employment—at the recognised port wages—for any vacancies in any ship, or with any shipmaster or owner affiliated with the "SHIPPING FEDERATION, Limited."

6.—Every Seaman, by registering, pledges himself to carry out his agreement in accordance with the Merchant Shipping Acts, and to proceed to sea in any vessel in which he signs articles, notwithstanding that other Members of the crew may, or may not, be members of any Seamen's Union.

7.—This Registration Ticket is not transferable.

N.B.—All inquiries should be made through the General Superintendent, at the Registration Offices, either personally or in writing.

### RULES.

1.—Registration Tickets shall be issued to every competent sea-going person, of whatever capacity, making application for same, subject to the following rules:—

2.—The Official in charge shall, before granting a Registration Ticket, make reasonable inquiries as to the *bona fides* of the applicant, by examining his Certificates of Discharge or other references, and by other necessary means.

3.—Registration Tickets shall be issued at the Seamen's Registration Offices during office hours, and will only be recognised when properly filled in, signed and stamped. The official in charge shall have power to detain, or refuse to renew, any Registration Ticket improperly obtained, or in the possession of any person not entitled thereto.

4.—Members of any Seamen's Trade Union may avail themselves of the advantages of registering for employment, without prejudice.

5.—This Registration Ticket entitles the holder to employment—at the recognised port wages—in any vacancies in any ship, or with any shipmaster or owner affiliated with the "SHIPPING FEDERATION, Limited."

6.—Every Seaman, by registering, pledges himself to carry out his agreement in accordance with the Merchant Shipping Acts, and to proceed to sea in any vessel in which he signs articles, notwithstanding that other members of the crew may, or may not, be members of any Seamen's Union.

7.—This Registration Ticket is not transferable.

N.B.—All inquiries should be made through the General Superintendent, at the Registration Offices, either personally or in writing.

Many of the ships still sign on board, but as this has been done for a number of years in Liverpool and other ports, it was decided that our men would sign on board for the present, at all events, to show the Shipping Federation that it made very little difference to the members of the National Seamen's Union where they signed, as every member was a delegate and could be trusted to look after his Union and its interests at all times and places. It will be clearly seen from the foregoing that the Shipping Federation with its 100 millions of capital have not been very successful in their endeavour to smash the Seamen's Union; in fact, as far as the Federation Ticket is concerned, their action resulted in an ignominious defeat on every point that was contested in the original ticket, and every praise must be given to the members of the Seamen's Union for the gallant stand that was made against such a powerful combination of capital, and for the victory gained and the right of combination maintained against such a powerful enemy.

The result of the fight is very encouraging to the members of the Seamen's Union, and should stimulate them in further efforts to protect the lives and better the condition of their members. All seafaring men that are not members of the Seamen's Union should assist us and our noble president, Samuel Plimsoll, in the great work that is still to be done. Do not stand back and let others do all the work. Are you willing to accept the shorter hours and better pay without having done something to help in obtaining it? If not, then join the Union at once.

## MASTERS & Co. THE CARDIFF, SWANSEA, AND NEWPORT CLOTHIERS.

Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price, and no abatement; also, being the largest buyers of Clothing in the Principality, can sell cheaper than smaller buyers.

MASTERS & CO.,  
29 & 30, ST. MARY STREET,  
292, BUTE STREET, CARDIFF.

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MASTERS & CO.,  
39 & 40, HIGH STREET, NEWPORT.

## THE EMPIRE PALACE OF VARIETIES QUEEN STREET, CARDIFF.

GOLDIE BROS.,  
ARTISTS AND PHOTOGRAPHERS,  
QUEEN STREET STUDIO,  
66, QUEEN ST., CARDIFF.

Photos of Mr. J. H. Wilson may be had.

"DEAR SIR,—I received my photo, which I consider an excellent specimen of the photo art.—J. H. WILSON."

GEO. DANIELS,  
Grocer and Provision Merchant,  
28, CUSTOM HOUSE STREET,  
CARDIFF.

Shipping Supplied. Special attention given to Weekly Boats.

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Wines and Spirits of the First Quality.

PHILHARMONIC RESTAURANT  
St. Mary Street, CARDIFF.  
DINNERS. TEAS. SUPPERS.

Wines and Spirits of finest quality. Billiard  
and Smoking Rooms.

G. F. CULLEY, Manager.

## Seafaring.

SATURDAY, JUNE 6, 1891.

## THE TRUTH OF THE MATTER.

Last Saturday the shipowners were in high glee. It was announced that Mr. Plimsoll, who was "regarded by his colleagues as its one bulwark," had broken with the Union. But the glee of the

owners was short-lived. On Monday morning the following letter appeared:—

TO THE EDITOR OF THE *Daily Chronicle*.

Sir,—I have been shown a paragraph which you publish from a correspondent stating that I and the vice-president of the Seamen's and Firemen's Union had both resigned. The paragraph also states that Mr. Evans complained that neither of us had any voice in the financial matters attending the working of the Union. So far as I am concerned there can be no complaint on this score, as when I accepted the position of president I wrote that I could take no part in the business affairs of the Union; I should only have time for the outside or political work. Latterly I have thought that the subscribing members were entitled to more than this from their president, and feeling that I could not give more time I wrote a month ago to Mr. Wilson tendering my resignation. Afterwards I was induced to allow the matter to remain in abeyance until the annual meeting in October next. Under these circumstances I think no one should have published my letter, or the fact of its having been written, still less should it have been published in a manner and connection which is calculated to injure the Union, which will continue to receive my warm support.—I am, Sir, yours, etc., SAMUEL PLIMSOLL, 28, Park-lane, London, W., May 31.

This is conclusive so far as Mr. Plimsoll is concerned, and regarding him we have only one more remark to make, which is this: Mr. Plimsoll is regarded by the seamen with the deepest respect and gratitude, and that he may long continue president of their Union all who have its interests at heart most ardently hope. But to talk of anyone—even of Mr. Plimsoll—as the “one bulwark” of the Union is all nonsense. Mr. Plimsoll would be the first to say that the great strength of the Union lies more in the justice of its cause than anywhere else. As to the action which Mr. Evans has taken, we prefer not to characterise it, but may simply note that as he must know the rules of the Union, and as he is not a financial member, how he could expect to vote on the finances it is difficult to see. The financial members who support the Union are the people who control its finances, and that is as it should be.

## PILOTS AND POLITICIANS.

The shameful measure which will have the effect of robbing the Bristol pilots of the means of living has been read a second time in the House of Commons, despite the protests of more than one member against the Bill. That Bill, nevertheless, has to go through other stages before it can become law, and it is evident that it will not be allowed to proceed without determined opposition. For instance, the following questions are to be put in Parliament to the President of the Board of Trade:—If it is a fact that the Corporation of Bristol, as promoters of a Bill now before Parliament for the purpose of curtailing the area of the Bristol Channel over which the pilots of Bristol exercised the rights of compulsory employment, have given notice of their objection to the seamen and firemen resident at, and sailing to and from the port of Bristol, being heard by counsel before a Committee of the House, on the grounds of having no *locus standi* before such Committee, for the reason they have no interests which are sought to be interfered with? Whether he considers the safety of their lives, and their proposed imperilment, of sufficient interest to warrant the seamen and firemen of Bristol being heard before such Committee? And if he considers the Corporation of Bristol, who do not share,

or practically understand the perils of a seafaring life—or the seamen and firemen of Bristol, who do—the most competent judges of whether their lives will be imperilled by such proposed alterations as contemplated by the provisions of the Bill? These are hard nuts for Sir Michael Hicks-Beach to crack, and it will be interesting to hear his answer. In a recent issue of SEAFARING we dealt with this subject, strongly condemning the Bill. That condemnation, we are glad to see shared by Labour members and in other influential quarters, where the injustice of taking the pilot's bread away without compensation is felt, and if Labour organisations will but bestir themselves on the subject, it is still perfectly possible, if not to defeat the Bill entirely, to at least to so amend it that compensation shall be secured to the pilots. At present, so far as we can make out, there is no security whatever that the pilots will be compensated should the Bill pass in its present form.

## NAUTICAL NEWS.

It is officially notified that the fairway of the Elbe at the mouth of the Oste has shifted, and that vessels of more than 45 metres draught can only use the former southern fairway, which has shifted still further southward.

CAPTAIN RICHARD BOUTCHER, late of Elder, Dempster & Co.'s steamer *Alexander Elder*, has just died in his 44th year of Bright's disease. Captain Boucher was for several years in Messrs. William Johnston & Co.'s service.

A REUTER'S telegram, dated St. Petersburg, May 31, says:—A terrible shipping disaster is reported from Lake Ilmen, where 19 vessels laden with timber were wrecked in a violent gale, the whole of the crews being drowned.

ON Sunday a collision between a large steamer and a yacht took place off Sandgate. The steamer stood by and lowered a boat, and ultimately took the yacht in tow, and proceeded towards Dover. A Folkestone steamer also rendered assistance.

THE *Mimosa* (s.), at Leith from Montevideo, reports that on April 23, 25 S., 43 20 W., she spoke the barge *Mary E. Chapman*, Santos for Barbadoes, nine days out. The mate and two hands were working ship, captain and remainder of crew down with fever.

THE Committee of Lloyd's have awarded their bronze medal to John Perry, signalman, in charge of Lloyd's Signal Station at Prawle Point, for his exertions in contributing to save life on the occasion of the shipping disasters which took place off that station in the gales of March last.

THE Board of Trade have awarded their bronze medal for gallantry in saving life to Mr. Henry Charles Rhodes, master of the fishing smack *Star of Hope*, of Grimsby, in recognition of his services in assisting to save the lives of two of the crew of that vessel when her boat capsized on April 17, 1891.

THE death is announced of Mr. W. Cliff, the well-known Liverpool shipowner, who expired on the 50th anniversary of his wedding, for the celebration of which considerable preparations had been made. He was very charitable, but does not appear to have been so popular among seamen as among other classes.

JUDGMENT has been given by the Cardiff stipendiary in the Board of Trade inquiry into the loss of the steamer *Greenholme*, of Cardiff. The Court held that the vessel had not been navigated with proper care, and suspended the certificate of Captain Harrison for six months. The mate was severely reprimanded.

THE fleet of steam yachts now owned in the United Kingdom numbers 788, the gross tonnage of which is 78,090. The steam yachts owned in other countries number 386, and aggregate 44,025 tons. The sailing yachts owned in the United Kingdom number 2,428, of 59,795 tons. The sailing yachts owned in other countries are 1,799, and their tonnage 24,274.

THE death is announced of Captain Thomas Raison, of the London and Edinburgh Shipping Company. The deceased was for upwards of 30 years commodore captain of the Company's vessels, and for many years was in command of the steamers *Meteor* and *Iona*. He retired from sea a year ago, on which occasion he was presented with a handsome testimonial.

IN the French Chamber of Deputies, on Saturday, M. Castelin brought forward a motion for abolishing the practice of putting sailors in irons, and demanding urgency. M. Barbey, Minister of Marine, opposed the motion for urgency. He declared that to put the men in irons was not so severe a form of punishment as imprisonment, and any sailor would prefer irons to being placed in cells. Urgency was eventually rejected.

ON Saturday, in the Admiralty Division, the owners of the *Avilesome* brought a damage action against the owners of the *Walbridge*, arising out of a collision which took place on the night of Jan. 31 last, in the North Sea, not far from the Newark Light, in a dense fog. The Court decided that the *Avilesome* was not going at too great a rate of speed, and that the *Walbridge* was entirely in the wrong in all her manoeuvres, porting when she should not have done, she being alone to blame for the collision.

THE number and tonnage of British vessels respecting whose loss reports were received at the Board of Trade during the month of May, and the number of lives lost, are as follows:—Sailing, 23; tonnage, 4,441; lives lost, 31. Steam, 7; tonnage, 5,714; lives lost, 10. The above is a record of “reports received” in the month, and not of wrecks which occurred during the month. Many of the reports received in May relate to casualties which occurred in previous months. Casualties not resulting in total loss of vessels, and the lives lost by such casualties, are not included.

SEVENTY-FIVE guineas per cent. has been paid for reinsurances on the *Lord Canning*, which left Newcastle, N.S.W., for San Francisco on Jan. 26 last. On the *Tamandra*, which left Madras for Colombo on the 10th ult., 25 guineas has been paid. Twenty guineas was paid, and more is now asked, for reinsurances on the *Arcoma*, on a voyage from Punta Arenas to Europe; she left the former port Dec. 2 last. On the *Abercarnie*, from London to Brisbane, the rate is 10 guineas; this vessel left London on Jan. 16; and four guineas has been paid on the *Loch Garry*, from Melbourne (Feb. 9), for London.

THE judgment of the Hamburg Marine Board in the case of the British iron full-rigged ship *Caitlock*, which capsized in Hamburg harbour, was to the effect that the leak was caused by her having sat upon the anchor of the *Dunerdale*, which, as the tide fell, was forced through the bottom of the ship, and the responsibility for the anchor being left where it was, lies with the master of the *Dunerdale*. It is clear, however, from the facts brought out during this inquiry, that it is urgently necessary, in the interests of the extensive maritime traffic of the port of Hamburg, that a harbour pilot station should be established at the entrance to the harbour, and that harbour pilots should be in constant attendance.

FINE weather last Monday favoured the opening of the yacht racing season on the Thames, and a fresh easterly wind afforded a capital sailing test. The best performances of the day were those of the *Valkyrie* and the *Reverie*, the former being an easy winner, and the latter won the prize for different class. The *Ivorna*, however, which was first home, beat *Reverie* her time. *White Slave* made a poor show, and so did the new yawl *Columbine*. The course was from the Lower Hope, round the Mouse Lightship, leaving it on the port hand, and return to Rosherville. The finish of an uneventful race was as follows:—*Ivorna*, 4h. 51m. 47s.; *Valkyrie*, 4h. 55m. 9s.; *Maid Marion*, 5h. 13m. 36s.; *Blue Rock*, 5h. 16m. 40s.; *Reverie*, 5h. 19m. 47s.; *Crople*, 5h. 24m. 38s.; *Columbine*, 5h. 28m. 8s.

THE PETROLEUM CARRYING TRADE.—In the House of Commons, June 2, Mr. Fenwick asked the President of the Board of Trade whether his attention had been called to the explosion of a petroleum vessel at Newport on May 11, by which four men and one boy lost their lives; whether any official inquiry had been made as to the circumstances under which the explosion took place; and whether, considering that a large number of vessels were now being employed in the petroleum carrying trade, and the danger of an explosion occurring when such vessels had to undergo repairs, he would take steps to provide that in future petroleum vessels were carefully examined by some competent person before such repairs were undertaken, so as to prevent as far as possible the occurrence of similar calamities in future? Sir M. Hicks-Beach, in reply, said: My attention has been called to an explosion which occurred on board the steamer *Tancerville* at Newport on May 11 last. An inquiry into the circumstances is now proceeding. It is being held before two inspectors—viz., Mr. Mansel Jones, barrister-at-law, and Colonel Majendie, C.B., Inspector of Explosives attached to the Home Office. Provisions for regulating the petroleum carrying trade were included in the Inflammable Liquids Bill, which was introduced into Parliament on Feb. 9 last and has since been withdrawn.



## SAILORS' AND FIREMEN'S UNION.

(From Special Correspondents.)

### LONDON DISTRICT.

A well-attended meeting of the Green's Home Branch was held at the Hall, Plimsoll-street, Poplar, on Tuesday evening, 2nd inst., Mr. Curtis in the chair. It was decided to send a delegate to attend the meeting to be held to protest against the unrestricted immigration of destitute aliens to the United Kingdom. Mr. Brown, legal adviser to the Union, was present and addressed the Branch with reference to the work of his department. A vote of thanks was tendered to Mr. Brown for his attendance. Nominations for the election of Branch secretary will be received at next meeting.

George Donaldson, of 10, Coldharbour-place, Blackwall, appeared at Bow-street Police Court, June 2, in answer to a summons at the instance of Richard Spearman Hunter, charging him with "unlawfully and wilfully withholding, contrary to the Trades Union Act of 1871, certain moneys, amounting to £139 18s. 6d., belonging to the National Amalgamated Sailors' and Firemen's Union." Mr. T. M. Brown, solicitor, appeared for the prosecutor, and Mr. W. M. Thompson, barrister (instructed by Mr. A. M. Stark, solicitor), for the defendant. Mr. Brown begged it to be understood at the outset that there was not on the part of his client the slightest imputation upon the personal character of the defendant, whom he believed to be a respectable man, guilty only of a misconception as to what his duties were. According to the rules, Mr. Donaldson, as secretary of the Tugboatmen's Branch of the National Amalgamated Sailors' and Firemen's Union, should have sent as the amount of his members' contributions the sum stipulated in the summons to the head office in Buckingham-street, Strand, but this he absolutely refused to do. Mr. Vaughan: Has he given any reason? Mr. Thompson: Our defence is that we have nothing to do with the Sailors' and Firemen's Union; that no connection exists between us, and that Mr. Donaldson is not an officer of that Union. Mr. Vaughan: If he is not an officer of the Sailors' and Firemen's Union, then the whole case falls. Mr. Brown: I maintain that he is. We have returns in his handwriting to prove it. Mr. Thompson: That is the first thing we ask you to do. Richard Spearman Hunter, assistant accountant at the head office of the Sailors' and Firemen's Union, stated that the defendant had acted as secretary of the Tugboatmen's Branch. The Tugboatmen's Branch stood in the same relation to the head office of the Sailors' and Firemen's Union as all the other Branches. Mr. Vaughan: Have you any evidence to prove that? Prosecutor: Our books show it. He produced a batch of weekly returns sent to the head office by the defendant, showing the income and expenditure of the Tugboatmen's Branch. The last return was dated Jan. 3, 1890. Mr. Vaughan: Are you sure these returns were sent in by him; are they signed? Prosecutor: No; there is no signature attached to them. Mr. Vaughan: What, no signature! How do you know then that they are his returns? Prosecutor: By the handwriting. From these returns the account of moneys received from Mr. Donaldson as secretary of the Tugboatmen's Branch had been made up. When complaint was made that Mr. Donaldson refused to send in further returns, and the amount of the members' contributions which he ought to have remitted to the head office, he came and had an interview with the general secretary (Mr. Joseph Havelock Wilson). Mr. Vaughan: But I can't listen to hearsay evidence. Where is the general secretary? He ought to be here. Mr. Brown: He is not here, but if you will adjourn the case he will be present on the next occasion. Mr. Thompson: Your Worship, it is a question of agreement between one Trade Union and another. Mr. Donaldson's Union deny that any legal agreement was entered into with the Sailors' and Firemen's Union, and I maintain, therefore, that the latter cannot claim the money which they say belongs to them. One payment was made to the Sailors' and Firemen's Union by Mr. Donaldson by mistake, and an action is now pending for recovery of that payment. Mr. Vaughan: Returns are produced which are stated to have been made by the defendant. That is some evidence that the Tugboatmen's Branch belongs to the Sailors' and Firemen's Union, but I cannot proceed with the case upon that alone. It appears that a most important conversation took place between the general secretary and the defendant,

We must have the general secretary here. The case was then adjourned for Mr. Wilson's attendance.

From Tidal Basin Branch we have no report, although we have a letter saying the usual meeting was held.

Mr. Nielsen, secretary of the Christiania Branch, writing to us on May 29 says:—"One of the crew of the s.s. *Milo* was, on the 27th inst., between 9 and 10 a.m., killed by a heavy spar falling on his head, fracturing the skull and knocking him off the gangway on to the quay; from there he fell into the water. All signs of life were nearly departed when he was got up. He was then taken to the hospital, where he was dressed and coffined. He will be buried in Nordregraund on the 30th inst. at 3.30. He leaves a widow and four children, the oldest being only nine years old. They reside in 202, Westferry-road, Millwall, London. He was a member of the Green's Home Branch."

Writing on May 30 the same correspondent adds:—"We followed to-day a member of the Green's Home Branch, Mr. A. J. Loddy, to his last resting-place. We had all a last look at him before the coffin closed, when I made the following observations. He had a large bruise on the left side on his nose, and a smaller one on his chin, and two small cuts on his forehead, and his left eye was black. The blood had been running out of his ears, and stained his funeral garments. The top of his skull was crushed, and a few stains of blood were visible there. He was lying with his hands folded, and I noticed particularly that he had the harp of Erin tattooed on the back of his left hand. He had a magnificent funeral. His coffin was completely covered with wreaths from the dockers, the sailors, and firemen, and their wives. The Consul had a wreath there. So many were present at the funeral that the minister in his sermon remarked that he had never seen so large a gathering as that was around a stranger's grave. The Christiania Branch of the S. and F. Union was present with the English colours and the Union Jack draped with crepe. So were the dockers and their choir, which sung at the grave. When the sermon was past, and the choir had sung the last hymn, then Mr. C. S. Nielsen, secretary of the Christiania Branch, addressed the gathering, and ended with a farewell to a brother that had been true to his Union to the last day of his life. £1 was gathered for the wife of the deceased at the funeral."

### MERSEY DISTRICT.

At the weekly Branch meeting of the No. 1 Liverpool Branch, which was fairly well attended, Mr. A. Duncan presided; the weekly balance-sheet showed a marked and cheering increase, the receipts from contributions being more than double the two previous weeks, and in spite of a heavy expenditure in the shape of shipwreck claims, the secretary was able to announce a substantial balance as carried forward. The announcement of the figures was received with applause. Ten new members were enrolled during the week and duly admitted to membership. False reports as to the resignation of Mr. Plimsoll of the presidency of the Union having gone the rounds of the press, came up as a subject of discussion, and the contradiction which afterwards appeared was read to the meeting and received with applause. The members of the Union are quite aware and approve of the position taken up by Mr. S. Plimsoll as regards the presidency of the Union, and the understanding that he only takes part in the outdoor political work for the seafarer and takes no part in the internal management of the Union. Much pleasure was evinced that Mr. Plimsoll has not resigned. To wind up the discussion, Mr. Bernard moved "That this meeting expresses its exceeding pleasure to hear that Samuel Plimsoll, Esq., still continues to be our president, and assures that gentleman that the part he takes in the affairs of the Union is quite understood by the members, and is wholly appreciated by them, and further this meeting hopes that Samuel Plimsoll will live for many years as our president." It was ordered that this resolution be forwarded to Mr. Plimsoll. In accordance with a Branch by-law. The election of Branch officials for the six months ending Dec. 31 was next proceeded with, the election remaining open for the four meeting nights in June, so as to give all members a chance of recording their votes. The present officers of the Branch were re-elected in a body on the motion of Mr. J. Hewson, seconded by Mr. Hall, there being no other nomination, and, of course, the election remains open for further nominations at the next three meetings. The following members were nominated and elected as *extra* committeemen. Messrs. C. Stewart, C. Warren, T. Richards, T. Hall, P. McCoy and J. B. Jones. Under the head of new business, an explanation

was asked as to the alleged part the Union has taken in defending J. Conway, who has been found guilty by the coroner's jury of the wilful murder of Nicholas Martin. Mr. W. Nicholson, the district secretary, in an able and clear answer, stated that the Union was in no way bound to defend its members when charged with criminal offences, and that as a matter of fact, the Union's solicitor for the Mersey district, Mr. A. Tetlow, had merely watched the case on behalf of the Union, and did not nor was he instructed to defend the prisoner, and further that after the verdict of the coroner's jury the instructions from head office were that the Union desired to take no further steps in the matter. I forgot to mention that our honoured chairman, who is president of the Branch, made an artful attempt to resign, and have someone else nominated, but he having given complete satisfaction to the Branch in the conduct of the meetings, was promptly hooted down, and the meeting refused to accept his resignation. Indistinct threats of personal violence were to be heard on all sides, and after being told that he was entirely out of order, he had to acknowledge himself out-manoeuvred.

At the usual weekly meeting of the Birkenhead Branch on Wednesday, 27th ult., Mr. Ben Harris presiding over a fair attendance of members, the minutes, correspondence and financial statement for week ending May 23 having been adopted, the members enrolled during the week were accepted to membership. The question of having telephonic communication with the various Branches in the district was considered, and after the terms of the National Telephone Company were submitted it was decided, on the motion of R. Trevellick, seconded by P. Hanlon, to have the telephonic communication as per agreement fitted without delay. The secretary brought under the notice of the meeting the intended visit of our esteemed general secretary, Mr. J. H. Wilson, to the Mersey district some time in June, and it was therefore desirable that the members should decide what steps should be taken to give him a fitting reception on that occasion. After various remarks and suggestions it was decided to allow the matter to stand over till next meeting night, when we trust the members will turn up in large numbers seeing the election of office-bearers for the ensuing half-year takes place, besides other very important business. Members are requested to attend the meetings as punctually as possible whilst ashore. Failing to do so they make themselves liable to a penalty. They should also report themselves on arrival home and again prior to sailing. Time and place of meeting at 7.30 p.m. every Wednesday at the Rooms, 12, Taylor-street.

Bootle Branch held their usual weekly meeting on Tuesday last, Mr. J. W. McGovern in the chair, there was a very large attendance. After the usual routine, the question of a fitting welcome to our general secretary when he visits Liverpool on the 29th inst. was discussed. Mr. Williams proposed that a committee of two members and the secretary be elected from this Branch to act in conjunction with the committees from the other Branches, and make all necessary arrangements. Mr. Matt. Murphy seconded this, and it was carried unanimously. Mr. Hepburn proposed Mr. McGovern as one of the said committee, seconded by Mr. Murphy, and carried. Mr. Williams proposed Mr. Matt. Murphy as the other, seconded by Mr. Leary, and carried. The election of officers for the ensuing six months was then opened, to be carried on for four consecutive meeting nights, in order to give every man a chance to vote. The trustees Mr. Geo. Parkin, Mr. Anderson, and Mr. Winterburn were proposed for re-election, as also were the treasurer, Mr. Turkington, and the president and vice-president, Messrs. O'Hare and Lynas, respectively. Mr. Hepburn proposed Mr. T. Connarty be re-elected as secretary, seconded by Mr. Leary; Mr. Matt. Murphy proposed Mr. P. Marmion as secretary, seconded by Mr. Monaghan. Mr. Connarty received a majority of five votes. The two retiring delegates, Messrs. J. Hendry and T. Wilson, having signified their unwillingness to hold the position any longer, Mr. McGovern and Mr. Hugh Taylor were nominated to hold that position for the next half-year. The solicitor, Mr. Tetlow, was also nominated for re-election. The secretary then asked for permission to pay a bill for water rates, and it was accorded him. Mr. Nicholson, district secretary, then addressed the meeting about the wholesale importation into this country of destitute foreigners whom no other country will shelter, and of course they fly to England, the "happy hunting ground" of all such as they. He described it as unjust to the natives of these islands that such a state of things should be allowed. Here were Jews driven out from Russia about to be imported here to the extent of 60,000, penniless and destitute, to flood the markets, undercut and undersell all Englishmen, and drive them to emigration in order to make room for Mr.

and Mrs. Goldsmith, and all the little Goldsmiths, who, when they arrive here, manage to subsist on offal. Before Mr. Goldsmith has been here twelve months he can sport his diamonds and massive gold watch-chain across his expansive white vest, and his wife, why she won't pick her wrinkles without a gold pin to assist her. And why? Because English people are such soft-headed fools as to let them. An Englishman can only sell his goods at a fair profit because he pays better wages to his workpeople than the Jew, whose countrymen will work for barely sufficient to keep body and soul together, and yet they manage to save out of it. They are adepts at all trickery and cheating, and think it no sin to rob a "Christian." Every possible means of making money is at once seized upon, every business is flooded with them. Their children are going about from door to door with boxes and baskets slung around their necks outselling our small shopkeepers. No wonder they think we are all fools. Oh, the pity of it. Mr. Nicholson proposed the following, and he said he hoped all Trades Unions would follow the example, viz.:—That this meeting of sailors and firemen of the Bootle Branch of the National Amalgamated Sailors' and Firemen's Union, after having seen the reports in the newspapers with regard to the wholesale importation of Russian Jews into this country, to the extent we believe of 60,000, do hereby most emphatically protest against such importation taking effect, and further, we consider that we have sufficient competition against us at present without having to unduly contend against the refuse of humanity about to be imposed on the people, after being imported from other countries. And we urge upon the Government of this country to intervene and put a stop to such importation taking place. This was seconded by Mr. Monaghan, supported by Mr. Hepburn and Mr. P. Marmion, who said that the capitalists and employers of labour in this country were bent on helping on this scheme, because then they would not have to pay such wages as they pay at present. They don't care who does the work so long as they can pay small wages and consequently pocket large profits. The resolution was carried unanimously, and the meeting then adjourned.

#### GLASGOW BRANCH.

The usual weekly meeting of this Branch was held in the Typographical Hall, 102, Maxwell-street, May 28, Bro. Chas. Wright, vice-president, in the chair. Owing to this being removal term day the attendance was not so numerous as usual. The business being mostly confined to the passing of the minutes of former meetings, committee and general, and the weekly balance-sheet, which were all unanimously accepted as read. Some discussion ensued in connection with the shoreworkers meeting held last Friday, the resolution there adopted being heartily approved of, that regular shoreworkers should be ranked as full financial members on payment of 3d. per week as contributions. The question of opening another office on the north side of the river to suit the convenience of members working about the Queen's Dock and the lower reaches of the harbour was next gone into, and, after a good deal of discussion on the subject, it was unanimously agreed, on the motion of Bro. Bryson, seconded by Bro. Baird, that the secretary be instructed to take immediate steps to secure a suitable place.

#### CARDIFF BRANCH.

The Branch is fast recovering its former position after the severe shock it sustained during the late strike. One good result of the strike has been the elimination of much that was rotten, and bringing out more prominently than ever the steadfastness and energy of all that was real. This has never to better advantage been displayed than at present, when only a few weeks have elapsed since the great struggle ended. Good men and true though few in number are better than a host of the doubtful and wavering. If the Shipping Federation suppose that the Union is broken up while there is one single earnest man who believes in its principles with all his heart and soul, and whose whole aim will be to maintain them in their entirety, they never were more mistaken in their lives. To try and crush Unionism is only the old attempt at mopping the Atlantic, and will be attended by the old results—the disappearance of the mop and, mayhap, of the mopper. The stores, which have formed such a feature of the Cardiff Branch, and which were located within a few doors of the Union office, have now been removed to better and more commodious premises in close proximity to the Pelican Club. It is about time that the name Pelican Club should be changed to that of Union Home, or some such name. The association is too pugilistic to be a fit name for the place the home is intended to be.

There are now staying there somewhere about 70 sailors and firemen, and when the place is thoroughly fitted out and filled it will accommodate about 400 boarders, and there is not the least doubt that with proper management and care, in a short time the home will be full, and a home in the full sense of the word. What of the boarding-masters then? The offices of the Shipping Federation have at last been separated from that of the so-called "Union" got up by the boarding-masters, and their place of business, if it can be called so, is now at the Exchange. The boarding-masters have served the ends of the shipowners, and the latter have chuckled them. We knew that would only be a matter of time, for their natural place was by the side of the seaman, if only to live on him. They left the seaman, and clung to the shipowner, and the latter has left them. Poor boarding-masters; they are alone. So let them be!

The Branch meeting was held on Monday night, when the financial account was read, showing a satisfactory increase in the receipts, the secretary announcing that the takings of that day were the largest since the strike.

Next Monday night a secretary for the Branch will be nominated in place of Mr. Gardner, who has resigned the position as Branch secretary, as he holds that of district secretary for the Bristol Channel ports, and the two offices are too much for one man, even for one so active and energetic as our much respected Mr. Gardner.

#### PETERHEAD BRANCH.

Since my last report to you we have had our monthly meeting, which shows that there are more members here than usual at this season. It turns out that a large number of seamen are inclined to go to the Shetland herring fishery, either in boats or as labouring men. This does not look like bright times in the South, still there is no accounting for many things which turn up now and again. I would never advise a member to give up a good monthly or weekly boat for a chance herring fishery, because, first, you leave a good vessel; second, incur expense going home; third, the expense of returning to a shipping port; and last, perhaps to wait for weeks and not get a good vessel after all. I think this Branch has paid a higher percentage shipwreck claims than any Branch could possibly do—4 members within a month. I consider it a very good investment for some who are so unfortunate. Many of our members have got far more money out than they ever paid in. It was pointed out at the meeting that some of the members who got assistance from the Branch have forgotten to send it back. This will relieve their mind and also pave the way to others who may be wishing a help. The question of office accommodation and meeting room came up. It was unanimously agreed that the same accommodation for daily payments and meetings, with fire and gas and attendance, should be secured, and that 3s. 6d. per week be paid to the secretary for providing the same, and arrears and payments up to June quarter be paid. The secretary said he would consider the matter, but thought the present arrangement suited all parties. It was cheaper than paying 2s. 6d. for a room, either to take in contributions or hold meetings. He was pleased to take in contributions any day, and to meet as many of the members and visiting members at his office as often as other business would permit, but before he accepted the offer he would consult a second party. They all knew he would not be so often with them as formerly; yet they would have the same privileges, and get the same attention as formerly, from the secretary *pro tem.* who was left in charge, viz., Mr. Guthrie.

#### DUBLIN BRANCH.

At the usual weekly meeting at the Union Hall, 50, Seville-place, Bro. J. M. Maxwell presiding, the minutes, financial account, and correspondence having been passed, the outside delegate then gave in a complaint from the engineer of the s.s. *Lord Gough* against Bro. James Graham, to the effect that after he had received his week's wages, one day short, he left the boat at the last minute letting her go shorthanded, thereby depriving another Union brother of a job and putting extra work on his shipmates. It would appear that these boats will only carry Union men, and this man's conduct brought blame on the Union. After a long discussion a severe vote of censure was passed on him for his bad conduct, with the assurance that if repeated he would be fined the full figure, viz., £3. The chairman then gave a very fine address on the approaching visit of Mr. J. H. Wilson to Dublin, pointing out the grand receptions that Mr. Wilson was receiving everywhere he went, different towns vying with each other as to which would honour him most. He was proud to say that old Ireland was foremost in the van, for besides the beautiful

illuminated address sent to meet him on the very threshold of Cardiff Prison, he would get a right royal welcome when he visited our shores. The secretary then handed in two shipwreck claims, one on behalf of Bro. Herbert and another on behalf of the widow of our much-esteemed Bro. Christopher Smith, who was lost in the collision which occurred on the night of May 22. The chairman, on rising, referred to this sad occasion, and was very sorry Bro. Smith was not present to receive with Bro. Herbert the well-deserving claim. He was also sorry that Bro. Smith did not belong to the sick and burial fund as his widow would then have been receiving £10. He hoped that every member would join that very necessary fund for seafaring men never knew the minute they would require it. He was sure he expressed the mind of every member when he offered Mrs. Smith our heartfelt sympathy in her sad bereavement when her breadwinner and only support was lost while bravely doing his duty on board the s.s. *Mersey*. All the members were uncovered during the chairman's address, and it was duly carried that both Bro. Herbert and Bro. Smith's widow should receive the full amount allowed. The secretary was instructed to send the following resolution to the press. It was then proposed by Bro. John Johnson, and seconded by Bro. James Archibald:—"That we, the members of the Dublin Branch, beg to offer our heartfelt sympathy to Mrs. Christopher Smith in this sad hour of her bereavement in the loss of an affectionate husband, and we of a true and devoted brother in Union, who lost his life in the execution of his duty, through the collision of two steamers in the river Mersey on May 22, 1891." The secretary was also instructed to forward the money allowed according to rule. The motion was carried unanimously. It was then moved—"That we adjourn the meeting as a mark of respect to our deceased brother." Carried.

#### SUNDERLAND BRANCH.

At the usual weekly meeting, Mr. J. W. Priest in the chair, the secretary read several letters, one being from the general secretary stating that he would be unable to come down for a meeting on Sunday, June 7, but he would be down for Wednesday, June 10, accompanied by Mr. John Burns, of London, and Mr. Cunningham Graham, M.P. It was decided to secure the Victoria Hall for that occasion. There was also a letter from the general secretary stating that the nominations were to take place on three first nights in June, and election on fourth or last meeting in June. There was also a letter read from Mr. S. Storey, M.P., saying that he would be unable to attend the meeting on account of his duties keeping him in London. There was also a letter to the same effect from Mr. E. T. Gourlay, M.P.

#### MIDDLESBROUGH BRANCH.

At the general meeting June 1, Mr. John Smales in the chair, there was a poor attendance. The financial report submitted was considered very satisfactory and adopted, also the minutes. Correspondence was read, one letter from Dundee Branch causing a great amount of discussion. The secretary reported that preparations were being made for the visit of the general secretary (Mr. Wilson) who is to address a meeting in the Odd Fellows' Hall on June 11. All members in port on that date are expected to take part in the demonstration. The meeting then discussed several items of interest to Union men.

#### SOUTH SHIELDS BRANCH.

At the usual weekly meeting, the minutes were adopted and several questions were answered to the members' satisfaction. It was announced that Mr. J. H. Wilson, general secretary, was coming to South Shields, and it was decided that we get posters out and have a great demonstration, and a brass band to go round the town, and the secretary be empowered to get a hall for the lecture. Correspondence was read from the general secretary, Mr. Storey, M.P., and Hebburn Colliery. It was moved and seconded that we have a sheet in the hall with all the members' names on it who are in arrears. The secretary read a leaflet, entitled a "Second Word of Warning," and it was moved and seconded that we get 1,000 of them printed and distributed. Mr. Shelley, of the Coal Porters' Union, addressed the members. Mr. Scott, secretary of the South Shields Trades Council, next addressed the members at great length, and Mr. Cook, of the Fishermen's Union. A vote of thanks accorded to Mr. Shelley, Mr. Scott, and Mr. Cook terminated the meeting.

A great demonstration and public meeting will be held in the Free Library Hall, South Shields, on Tuesday evening, June 9, 1891, to welcome Mr. J. H. Wilson on his first arrival in South Shields after his imprisonment. The demonstration will start



from the National Union Hall at 7 o'clock, headed by the Hebburn Colliery Prize Band in their handsome uniform. All members in port are requested to attend with their lady friends.

At South Shields Police Court, on May 29, a representative of the firm of Messrs. Botterill, Roche & Temperley, Newcastle, attended and drew attention to the case of "Kennedy v. Cowie." He said that on Jan. 30, a summons was issued against George Cowie, an outdoor official of the Seamen and Firemen's Union, for intimidation of a fireman named Thomas Kennedy, on Jan. 24. The case was heard at that Court, when an objection was raised as to the jurisdiction of the magistrates, and the case was adjourned. In the meanwhile a summons was issued against Cowie for persuading Kennedy not to join a steamer after he had signed articles. That summons was heard on Feb. 4, and Cowie was fined 40s. and costs, the information for intimidation being dismissed. A special case stated by the magistrates was subsequently argued before a Queen's Bench Divisional Court, which found that a seaman had the same protection under the Act as a landsman, and remitted it to the magistrates for rehearing. The case was argued, and Mr. R. Jacks, who appeared for the defence, said the defendant had already been punished for the alleged offence, and asked that merely a nominal penalty be imposed. A fine of 5s. and costs was inflicted.

#### LIMERICK BRANCH.

At the usual weekly meeting held May 23, the president in the chair, the minutes were confirmed. The financial statement showed that the Branch was doing better than the members expected. A discussion took place relative to runners coming from other ports in tugboats, which, in a place like Limerick, it was wrong for any class of Union men to do, coming under the figure laid down in the port. It is no excuse for them to say they heard there were no sailors here, for I am sure anywhere where there is a Branch of the Society there are plenty of men for this class of work, and a supporter of SEAFARING would always know those places. I hope the riggers of all ports will take this into consideration, and give the men a chance to get out of those small Union ports.

#### NORTH SHIELDS BRANCH.

At the usual weekly meeting, Bro. Walters in the chair, the minutes having been approved, the secretary read the weekly financial report which showed a good improvement on previous weeks. Correspondence was read from various sources, and after the usual routine business the chairman informed the members that as this was the first meeting night in June he was now open for nominations for Branch officers. There were two nominations for secretary and one for president and vice-president. The secretary then informed the members that Mr. J. H. Wilson was coming to the North, and he had written to him to see if he could let us have a public meeting, but had got no reply up to date, but it was decided that if we could get the general to give us a meeting we would do our best to make it a success.

#### NEWPORT BRANCH.

On Wednesday evening Mr. J. H. Wilson, general secretary of the Seamen's Union, addressed a meeting in the Temperance Hall, Newport, Mr. W. Davies, chairman of the Newport Trades Council, presiding. Among those present were Mr. J. Gardner and Mr. Joseph Henry Jones, Cardiff; Mr. J. S. Davies, Swansea; Mr. Digby Powell, solicitor to the Newport Branch; Mr. F. Gillman, secretary to the Trades Council, etc. During the evening £175 was presented to the widow of a deceased sailor named Bouchine, who was one of the crew of the *Robina*. Mr. Wilson referred to the great need for further legislation to prevent loss of life at sea. In the next Parliament he hoped they would not be dependent on the capitalists, but that they would have at least 20 or 30 labour members, so that the labour party might speak with some effect and power. If the workmen of Newport were not bringing out a labour candidate, the next best thing they could do was to support one who was sound on labour and Trades Union principles. Mr. J. H. Jones proposed a resolution in favour of the extension of Trades Union principles, and this having been seconded by Mr. Dann, was carried unanimously.

#### LEITH BRANCH.

At the usual weekly meeting, May 26, Mr. A. Pratt presided, there being a very good attendance. The minutes and financial report having been passed, the secretary intimated that he had received a letter from Mr. Wilson stating that he would be in Leith on Tuesday, June 16. A letter was also read regarding the case of the *Baywater*. It was unanimously agreed that the secretary be instructed to write Mr. Wilson and ask him to bring Mr.

Plimsoll with him, if possible. Several members had cases in the form of complaints, etc., to put before the meeting, and these were fully discussed and settled, and but for the action of one or two members, the meeting was a very successful and business-like one. Matters are going on very well with us, and we are improving rapidly, as the financial report for last week will show. We would call the attention of all members to the fact that the general secretary has definitely fixed June 16 for his visit to Leith, and we hope to have a large turn out at our meeting to welcome him. We are sorry that Mr. Plimsoll will be unable to be present owing to his having to attend the Labour Commission, but we expect to have some other speakers present, whose names will be announced in SEAFARING when our arrangements are complete.

#### HULL BRANCH.

Report of presentation of gold watch, chain and Union medal to Mr. Brown, late president of this Branch, will appear next week.

A Rugby Union football team is to sail for South Africa on June 18th. The football season at the Cape opens at the end of that month, so that the team will arrive in good time. A large number of matches have been arranged in connection with the visit, which is attracting general interest in South Africa. It is not certain how long the players may be absent, but they will be back for the opening of the English football season, and, no doubt, now that a beginning has been made, English football will in coming years send many teams to the colonies.

The Queen of the Netherlands and her mother drove on Saturday morning from The Hague to the "Corner of Holland," where is the entrance to the new canal to Rotterdam. There they embarked in a steamer, which was escorted by a flotilla of 50 steamers, covered with flags, and proceeded to Rotterdam. At every place they passed they were received with great enthusiasm. At Meuse, at Rotterdam, Queen Wilhelmina laid the foundation stone of a quay which is to be called by her name. The Queen subsequently visited the Zoological Gardens and other places of interest, and in the evening returned to the Castle of Loo.

William H. Gilchrist, a gentleman between 30 and 40 years of age, who arrived at Liverpool on Thursday by ss. *Lagos* from the West Coast of Africa, and has since remained at the London and North-Western Railway Hotel in Lime-street, on Monday, threw himself from the fourth storey window of the hotel. He fell on the pavement in Lime-street with a frightful crash, and died shortly after being taken to the hospital. No motive for the rash act has so far been ascertained. His luggage was labelled for Edinburgh, and it is believed he was connected with some London firm.

Judge Jackson, in the United States Circuit Court, had on April 27th to deal with a case of the densest ignorance in his experience. James Pennington was before him for violation of the internal revenue laws in having sold liquor without licence. He pleaded guilty and declared he did not know he required a licence. "Did you ever hear of the United States?" asked the court. "Yes, but only in an indirect way," the prisoner replied. "I live in Braxton county, and did not think the United States had any control over it; the county court makes the laws there." The judge fined him 100dol., with 10 months in gaol, and told the clerk to furnish him with a copy of the Constitution, that he might study it up.

The Philadelphia *Ledger* tells of the choice of a State flower for New York. The school children were invited to vote, and 300,000 last year recorded their preference—the golden rod and the rose leading, each having a fourth of the total. This year the choice is between the two, and it is said the rose will win; but the *Ledger* says: "Relatively few city children know anything about the golden rod or its surpassing beauty in great masses, and great numbers of the country children are too familiar with it, and regard it as a weed. It would be a difficult matter for a congress of learned people, with artistic taste and scientific knowledge, to make choice of a State flower, and the school children can hardly be expected to make a sound and proper choice."

On Friday Police-constable Gee, belonging to the Birmingham City force, was murderously attacked by a couple of ruffians. They met him in a quiet neighbourhood, and stabbed him about the head and neck six times. He was unable to defend himself, and was found exhausted from loss of blood. His assailants got clear away.

A panic occurred at the Odéon Theatre, Paris, on Saturday evening. In the play an actor had to offer a light to another, and in so doing he let a wax match fall on the stage. A few minutes later he trod on the match, which ignited. The smoke it made alarmed some people in the front row of the stalls, who left their places quickly. Without knowing why, many other spectators followed their example; but almost immediately the audience was reassured, and the performance continued.

## DESPERATE SEA FIGHT IN CHILL.

### A HEROIC GUNNER.

The *New York World* publishes a despatch from Valparaiso, giving a description of a great naval victory for the Chilean insurgents. The despatch says:—Chanaral was the scene of a battle on April 24th, which resulted in the sinking of a merchant barque and the defeat of the entire Government flotilla at the hands of the insurgent cruiser *Magellanes*. The cruiser put into Chanaral on the 23rd. There were several merchant barques in the harbour, including the *Alene* and the *Bertha E.*, bound for England, the *Albatross*, for Germany, and others for United States ports with cargoes of nitrate. On the morning of the 24th the crew of the *Magellanes* were going to breakfast, when three vessels were sighted entering from the north-east. They were recognised as the *Almirante Lynch*, the *Almirante Condell*, and the *Sargento Aldea*, but, as they were still a considerable distance off, the captain of the *Magellanes* ordered the crew to go on with their breakfast, which they did. When, however, the flotilla was within range, everybody on board the cruiser was ready for the fight. By this time the flotilla had divided and was approaching the *Magellanes* at half speed, the *Almirante Condell* on the starboard and the *Sargento Aldea* on the port side, the *Almirante Lynch* entering the bay last, bows on. The *Magellanes* was getting steam up, when suddenly the blue flag ascended the mast of the *Almirante Condell*, and a puff of smoke was seen, followed by a loud report. The *Almirante Lynch* and the *Sargento Aldea* joined in the attack, their bullets flying through the *Magellanes's* rigging. A report now heard, like the bursting of a magazine, showed that the *Magellanes* had set to work. From the way in which the Government gunboats made their attack, the *Magellanes* was only able to work with her forward batteries and her right Hotchkiss gun, her heavy guns being useless. The *Magellanes*, however, made every shot tell. After some firing, a shot from her carried away the only remaining smoke stack of the *Almirante Lynch* and killed over 20 men on board that vessel. The Government boats now concentrated their fire on the *Magellanes's* forward batteries, and in a short time the *Sargento Aldea* disabled her forward port battery. The *Magellanes* responded by blowing the *Almirante Condell's* forward mast into the sea. The fight was of a very fierce character. The *Sargento Aldea* was nearly blown to pieces; both her masts had gone, her smoke stack was levelled to the deck, and her pilot-house and officers' cabins were smashed to splinters. The *Almirante Lynch* at this stage of the fight fired a torpedo which made straight for the *Magellanes's* bow, but a huge cannon ball dropped into the water, causing a swell, which changed the torpedo's direction. It proceeded on its way till it struck the barque *Bertha E.* Her crew were on deck watching the fight when the explosion drenched them. The *Bertha E.* sank in a few minutes, only her masts remaining visible, but, fortunately, most of her crew succeeded in escaping by taking to their boats or swimming ashore. The *Almirante Condell* kept up an incessant fire on the *Magellanes*, and the latter finally turned about in order to bring a broadside on her assailant. About this time a shot from the *Almirante Lynch* knocked the *Magellanes's* yardarm, on which her flag was fixed, into the sea. A splendid feat of heroism was now witnessed. A gunner from the *Magellanes*, without a moment's hesitation, sprang overboard and caught hold of the yard-arm. Ropes were thrown to him and he was hoisted on deck, waving the flag in his hand. This deed inspired the revolutionists with renewed ardour, and they soon made it too hot for the Government vessels. The *Almirante Condell* sent up the signal to retire, and the flotilla went out to sea at full speed, keeping up fire, but with little effect. The *Magellanes* chased the retreating gunboats as best she could. Seeing, however, that pursuit was useless she returned to Chanaral. It was then discovered that she was not as badly injured as was expected. Her forward port battery was badly damaged, portions of her gun carriage were demolished, and a little of her rigging had gone overboard. Sixty of her crew were wounded and 22 dead.

### FRATRICIDE IN NEWFOUNDLAND.

James Follet, a well-known resident of Grand Bank, Newfoundland, has shot and killed his brother, Edward Follet, for undue intimacy with his wife. The latter confessed her guilt, whereupon her husband locked her in their bedroom, took a gun and went out to find his brother. He met him in the street and shot him dead. He then loaded his gun and started back home to kill his wife, but she meantime had escaped through a window. An hour after the tragedy the murderer was arrested. He expressed no regret for his crime.

From Madagascar comes the news of the condemnation to death of the Governor and Deputy-Governor of Belanona as instigators of the Nossi-Bé massacres, which created so much indignation.

It is reported that Major Le Caron, one of the most important witnesses examined by the Parnell Commission, is slowly recovering from the dangerous illness from which he has been suffering for many weeks.

M. Clambon, Governor-General of Algeria, in an interview on the subject of the locust plague in that country, declared that the situation was very serious but not hopeless, as the insects' eggs would not be hatched until after the corn harvest.

As the 6.25 p.m. goods train was leaving Southall Station, on the Great Western Railway, on Saturday, a number of trucks ran off the line, and several hundred yards of the permanent way were torn up. The broad gauge traffic was brought to a standstill, and it was some hours before the damage done was temporarily repaired.

**PRESENTATION TO A CAPTAIN.**—At a meeting of the Greenock Local Marine Board, held on May 21, Captain F. N. Marvin, of the *Northumbria*, lying in James Watt Dock, Greenock, was presented with a gold watch and chain, awarded to him by the United States Government in recognition of his services while he was master of the barque *Edith*, in rescuing the shipwrecked crew of the United States schooner *William Wiler* on December 26, 1888. The presentation was made by the chairman, who referred to the circumstances under which Captain Marvin effected the rescue. He had experienced a series of exceptionally heavy gales, and the *Edith* had received much damage to her sails and rigging, and as to her hull, while her crew were worn out with continuous hard work and exposure at the time she fell in with the *William Wiler*, in about lat. 40 deg. 10 N., and long. 60 deg. 40 W. This vessel had been blown off the coast and was leaking badly, her crew being worn out and short of provisions. Captain Marvin with great difficulty took off the crew, consisting of the master, mate, steward, and four A.B.'s.

**CLYDE SHIPBUILDERS' WAGES.**—A Glasgow correspondent, writing under Saturday's date, says:—About the beginning of the month the Associated Employers intimated that a reduction of 7½ per cent. would be made from June 1 next in the wages of the ironworkers in their employment. The district branches of the Boilermakers' and Iron Shipbuilders' Society held subsequent meetings, and resolved to resist the decrease. Since then, however, negotiations have taken place between the employers and the delegates of the men with the view of arriving at an amicable settlement, and the following notice was yesterday forenoon posted at the gates of nearly every shipyard between Glasgow and Greenock:—"At a conference of the employers and representatives of the Boilermakers' and Iron Shipbuilders' Association, it was agreed that the notice of reduction be suspended for one week pending the result of an adjourned meeting to be held on Thursday, June 4." A meeting of the Greenock branches was held last night, when the delegates reported the result of the conference with the employers.

**ALLEGED DESERTION.**—At the North Shields Police Court on June 1, seven German seamen were charged with having deserted from the German barque *Eleanor Margaret*, lying in the Tyne. Mr. Kidd defended. Captain Fisher gave evidence that the men signed articles at Havre for a voyage to Newcastle and back to a North European port. They left Havre three weeks ago in ballast, and the vessel was now lying in the Tyne. The men, it was alleged, deserted their vessel after the Whitsuntide holidays, taking their clothes with them, and by not returning had committed the alleged breach of contract. The river police had intercepted the men's clothing, and had since brought it all back to the vessel, but the men had not returned. Witness never heard the shipping master at Havre say the men would be discharged on reaching the Tyne. They left Havre three weeks ago, when they had an advance of wages covering a month's pay, for which they had not yet worked. The mate, who was also called, said that he recollected the Consul telling the crew that they were signing on for the Tyne and further. He had never given them leave to go away from the vessel when they did. Mr. Kidd's defence was that the articles, which were in German, were never properly explained, and therefore not understood by the seamen, who were Norwegians, and that therefore they were not binding. The men were under the impression that they were at perfect liberty to leave the ship on arrival in the Tyne. The Bench considered the men in default, and ordered their detention in custody until the captain required them. The master stepped forward, and said if they were willing, he would take them on board at once.

## SOME FUN.

The girl of the period now warbles "buy the style" instead of "by the stile."

What's the difference between a sailor and a soldier? The one tars his ropes, the other pitches his tent.

A young man always remembers the first girl he ever loved, but if he is wise he doesn't tell his wife about her.

The man who said, "All's fair in love and war," is undoubtedly the man who got the best of it in both cases.

A wit being asked, on the failure of a certain bank, "Were you not upset?" replied, "No; I only lost my balance."

Even in Devonshire.—Frank: Don't you think Amy has a beautiful complexion? May: "Yes, I selected it for her myself before we left London."

From Greenland's icy mountain  
To India's coral strand—  
Wherever you may wander,  
You'll find a German band.

Smith (at an amateur musical party): "What's he singing?" Miss Clef: "Let me like a soldier fall." Smith: "If I had my rifle with me he should be gratified."

Young man (enthusiastically): "Your daughter's a pearl, sir!" Old gentleman: "Yes, she is; and she'll require a very costly setting—far beyond your means, young man!"

So very uncertain the weather winds blow,  
One cannot tell whether to sing  
The poetry written on beautiful snow  
Or the flowers that bloom in the spring.

Taking no Risks.—Mrs. A.: "Is it true, as I've been told, that your husband proposed by telephone?" Mrs. B.: "Why, no, that's a silly story; he only asked papa's consent that way."

Husband: "My dear, some of my garments are sadly in need of buttons." "Yes, my love, I have noticed that, and have sent for my mother. She is a splendid hand at sewing on buttons."

Mistress (to new servant): "I hope you have no followers?" Servant: "I 'ave a young man, mum, but he's a vegetarian and a teetotaler." "Oh, then he can come to supper occasionally!"

Employer, angrily: "What are you throwing those hand-bills on the pavement for?" Bill distributor: "Well, guv'nor, that's wot the people does as I gives 'em to. So it's only saving time."

Young Spriggs: "Your father has a splendid voice, Sparky. Which of his notes do you like best?" Young Sparky: "I like his chest notes best. I mean the fivers he carries in his breast-pocket!"

Mr. Greatheart (capitalist): "I trust, Mr. Squeezem, that you deal kindly with my tenants." Mr. Squeezem (agent): "Just like a father, my dear sir. In fact, I have nothing but a pay rental feeling for them."

They were at the Lincolnshire county fair.—In one of the booths was a small stand for the sale of watch-charms. "Oh, George," she said, "buy me a charm!" "Sarah," answered he, "you have too many already."

"Did you know that Mrs. Skinner has pneumonia, and is not expected to live?" "No; how did she take cold?" "She got her feet wet going round trying to find where she could buy a pair of goloshes cheapest."

Winter visitor in Florida: "I should love dearly to go sailing, but it looks very dangerous. Do not people often get drowned in this bay?" Waterman: "No, indeed, mum—the sharks never lets anybody drown!"

Obedient instructions.—Mistress: "You must tell them a white lie, Bridget, and say I have gone out of town." Bridget (to visitors): "The mistress says I must tell you a white lie, and that she's gone out of town."

One of the drapery houses has a new shopman, whose father, from the country, went in to see him the other day, and was surprised to learn that all the salesmen had nicknames. He asked the shop-walker why his son was called "Jury." "Oh," was the reply "he is always sitting on cases."

Madame had ordered a towel for a grand dinner, and made the cook bring her purchase for inspection. She examined it, tossed her head discontentedly, and said, "It is a poor looking thing." "Oh, madame," said the cook, "when it is dressed up with truffles it will look entirely different. Just like when you put on your diamonds, you know, madame!"

Enter housemaid to give notice. Mistress: "Why, Sarah, what are you dissatisfied with?" Housemaid (with a simper): "It ain't as anything is wrong, mum, but I'm going to be married." Mistress: "Why, you didn't tell me you were engaged when you came." Housemaid: "No, mum, I wasn't, then. But you remember you gave me a holiday about two months ago to go to a funeral. Well, I'm going to marry that corpse's husband."

COLONEL HILL, C.B., M.P., has been elected as representative of Cardiff on the Committee of Lloyd's Register of British and Foreign Shipping.

## AS OTHERS SEE US.

*International Seamen's Congress.*—"The recognised organ of seafaring men."

*Resolution passed at meetings of seafaring men in principal ports.*—"This meeting pledges itself to support SEAFARING."

*Ship Masters' and Officers' Union.*—"Best medium for advertising."

*Morning Advertiser.*—"Smartly written."

*Daily Chronicle.*—"Ablely conducted."

*Reynolds's Weekly Newspaper.*—"Bright."

*Marine Record.*—"Doing pioneer work."

*Coast Seamen's Journal.*—"Come to stay."

*Railway Review.*—"Circulation nearly 20,000."

*Literary World.*—"Will be appreciated by all who go down to the sea in ships."

*Coast Seamen's Union (San Francisco).*—"A worthy champion of the sailors' cause."

*Star.*—"Good literary matter."

*Liverpool Daily Post.*—"Most popular."

*Glasgow Herald.*—"Interesting."

*Liverpool Mercury.*—"The organ of the seafaring class."

*Weekly Times and Echo.*—"The parent of the Seamen's and Fishermen's Unions."

*Weekly Dispatch.*—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."

*The People.*—"Useful."

*Liverpool Echo.*—"Multiform attractions."

*The Democrat.*—"Useful work."

*Seaboard.*—"A warranty of long life."

*Bailie.*—"Dealing even-handed justice."

*Weekly Budget.*—"A career of much prosperity and usefulness."

*Mercantile Marine Service Association Reporter.*—"Written in true sailor style."

*Scottish Leader.*—"Its sails are already filled with a favouring breeze."

*Men and Women of the Day.*—"Enjoys an enormous circulation."

*Derry Journal.*—"High reputation."

*Western Daily Press.*—"Full of original matter."

*Eastern Daily Press.*—"Something in its columns to suit even gentlemen of England."

*Engineers' Gazette.*—"Rapidly improving."

*Northern Echo.*—"Vigorously written. Doing its work well."

*Southampton Observer.*—"Zeal and ability."

*Tonbridge Free Press.*—"Interesting to everybody."

*Hampshire Independent.*—"Well conducted."

*Cork Examiner.*—"Most valuable."

*South Wales Echo.*—"Well edited."

*Hastings News.*—"A welcome guest."

To the Married and those Intending to Marry of both Sexes.

READ Carefully my New Book, which treats Every Branch of this Delicate Question of Large Families, with a check accompanied by an eminent medical physician. Send at once postal order for 1s., and 1d. stamp, with name and address plainly written, to the Author, Mr. W. J. Douse, Radical Lecturer, Kingsley House, Nottingham.

An M.P. writes us:—"Book most valuable and moral in tone."

Name this paper, please

**£20** TOBACCONISTS COMMENCING, JEWELLERS, STATIONERS, &c. An Illustrated Guide (328 pages, 4d.) "How to open a Cigar Store, 429 to £1,000."—TOBACCONISTS' OUTFITTING CO., 186, Buxton-rd., London. NOTE.—A Prospectus on the other Trade! (free).—Manager, H. Myers. Established 1868.



## SAILORS' AND FIREMEN'S UNION NOTICES.

### LEVIES.

#### TO BRANCH SECRETARIES.

The following Branches have unanimously resolved to make a levy of 10s. upon each member for a special fund for strike purposes, whereby each member who so contributes will be entitled to 8s. per week in addition to the strike pay sanctioned by the rules. Branch secretaries are therefore requested to at once collect the levy from all members of Branches which have passed the resolution in favour of the same:—

Aberdeen	London, all Branches
Arbroath	Londonderry
Barry	Middlesbrough
Birkenhead	Montrose
Blyth	Newcastle-on-Tyne
Bootle	Newport
Bristol	Newry
Cardiff	Peterhead
Deptford & Rotherhithe	Plymouth
Drogheda	Seaham Harbour
Dublin	Shields (North)
Dundalk	Shields (South)
Dundee	Stockton
Goole	Sunderland
Grangemouth	Swansea
Green's Home	Tidal Basin
Grimsby	Tower Hill
Hull	West Hartlepool
King's Lynn	Whitby
Liverpool	

Levies from non-local members should be specially marked on the non-local receipts, and remitted each week with non-local moneys. Levies collected from local members should also be remitted to Head Office each week, and entered on the income and expenditure sides of weekly returns.

Any Branch which may not already have decided upon the levy, can do so by passing a resolution in favour of the same, and forwarding it to me, whereupon the names of such Branches will be inserted in the above list.—By Order, J. H. WILSON, General Secretary.

All the London Branches have unanimously adopted the Levy, also the 6d. per week contribution.

#### LIVERPOOL (No. 1 Branch).

This Branch has been removed to No. 8, Price-street, where, in future, all communications should be addressed.—HENRY R. TAUNTON, Secretary.

#### DUNDEE BRANCH.

Subscription Sale in aid of the Banner Fund of the above Union. Over 50 Prizes. Tickets 3d. each to be had from all Branch Secretaries. Drawing to take place on Saturday, June 27, 1891, in Mariners Hall, Candle-lane. The Winning numbers will be advertised in SEAFARING, also in local papers, the following week.—C. W. MILLAR, Secretary.

#### MARYPORT BRANCH.

All communications for the above Branch to be addressed to F. F. Gant, 75, King-street, Maryport, on and after May 9.—F. F. GANT, Secretary.

#### NOTICE TO BRANCH SECRETARIES.

All Secretaries are requested to pay particular attention to all vessels trading from the ports of Wicklow, Arklow, and Dungarvan. Secretaries and outside delegates should insist on seeing their contribution cards, and, if not produced, action should be taken at once.—E. DONNELLY, Organizing Secretary for Ireland.

#### TIDAL BASIN BRANCH.

A Grand Entertainment will take place at the Queen's Palace of Varieties, High-street, Poplar, E., on Wednesday, July 15, 1891, under the auspices of the above, for the benefit of the Widows and Orphans of the crew of the ill-fated s.s. *Marana*, which was wrecked in the English Channel on March 9, 1891, under the management of the committee of the above Branch—Messrs. J. Garvie, E. Potton, J. Thurston, G. Dale, W. Harris, H. Brown, W. Welburn, A. Bruce, A. Simpson, D. Connell, J. Hayes, J. Hastings, D. Cook, C. Starbuck, and Geo. Clements, Treasurer: Mr. F. Fowler, 52, New Lawrence-street, Canning Town. All postal orders or cheques made payable to the treasurer will be thankfully received and acknowledged through SEAFARING.

## NATIONAL UNION OF DOCK LABOURERS

### GREAT BRITAIN AND IRELAND. SPECIAL NOTICE TO DOCKERS.

46, HANOVER STREET,  
LIVERPOOL.  
March, 1891.

#### FELLOW MEMBERS,

As you are doubtless aware, SEAFARING, a weekly newspaper published in London, is the official Organ of the Seamen's and Firemen's Union. To its fearless and sterling advocacy is largely due the great success which has attended the efforts of the Union officials to improve the condition of their Members. In it is to be found the fullest and most reliable information of the workings of the Seamen's Union throughout the United Kingdom.

The interests of the Seamen, the Firemen, and the Dockers are, if not identical, closely related to each other, and it is of the utmost importance that the Members of each Union should know what the Members of the other are doing. That a proper and friendly understanding should exist between the Members of the two Unions this knowledge is necessary, and it can be had through the columns of SEAFARING. We have arranged with the Editor of SEAFARING that a large section of its space shall be devoted to the cause of the Dockers. In it will be found reliable reports, official reports of the work of the Dockers' Union, reports on the condition of trade in the various Ports where we have Branches, and items of such general news as will be of use to Dock Labourers. Questions affecting both Unions will be dealt with in SEAFARING.

We have, therefore, much pleasure in recommending SEAFARING to our Members, and inviting them to buy it and read it as the Organ which in future will spare no pains to promote the cause of the Dockers, side by side with the cause of their brethren of the Seamen's and Firemen's Union.

It can be had from Newsagents, or through the Branch Secretaries.

We are, yours faithfully,

R. M'GHEE, President,  
EDWARD McHUGH, Gen. Sec.

## THE AUSTRALIAN WORKMAN:

*The Official Organ of the Trades Unions of New South Wales.*

A Journal devoted to the interests of the Worker.  
Not made up of cuttings from other newspapers, but of original articles and paragraphs.  
Gives expression to all varieties of opinion on social questions in its correspondence.  
Supports all that tends to the social, moral and intellectual elevation of the Worker, and fearlessly denounces everything opposed to it.  
Is comprehensive, liberal, and unsectarian.  
Subscription for United Kingdom, 8s. a year.  
Offices:—282, Pitt-street, Sydney.

### SAFE ANCHORAGE.

### WHERE TO BOARD.

#### UNION BOARDING-HOUSES.

BARRY.—Mrs. Mooney, 6, Holm-st., Cadoxton.  
BO'NESS.—Mrs. Baxter, Sailors' Home, East Pier-head.  
CARDIFF.—Seamens Institute, West Bute-street.  
GLASGOW.—James Bracken, 182, Broomielaw.  
HULL.—N. A. S. & F. Union Home, 13, Robinson-row, Dagger-lane.  
Seamens' Union Home, 48, Mytongate.  
LONDON.—N. A. S. & F. Boarding House, Mrs. Hicks, 13, Jeremiah-street, East India-road.  
PLYMOUTH.—Mr. Stephens, 11, Bath-street.  
SWANSEA.—E. Dann, 3, Strand.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

## PROFITABLE EMPLOYMENT.

WANTED AT  
CALCUTTA,  
BOMBAY,  
SHANGHAI,  
PORT SAID,  
MALTA,  
NAPLES,  
VENICE,  
GENOA,  
& BILBAO,

Agents, dealing with Ships, to supply the Crews with an Article in

### GREAT DEMAND AMONG SEAMEN.

Payment by Liberal Commission.

Apply, with reference, by letter only to AGENT, c/o SEAFARING.

# PATENT WOVEN BANNERS

**GEORGE TUTILL, Artistic Banner Painter,**

And Manufacturer of the Banners for the Tugboat Branch, Grays Branch, Gravesend Branch, Tower Branch, etc., of the Sailors' and Firemen's Union, and Maker of the Emblem of the Union. Also Manufacturer of the Regalia for the various Branches.

**83, CITY ROAD, LONDON, E.C.**

SEAMEN should visit this Establishment.  
(Close to East India Dock.)

WATCHMAKERS, JEWELLERS, & COMPLETE  
SEAMEN'S OUTFITTERS.

NEEDLE AND ANCHOR.

**P. M. LEIBOW & CO.,**  
210 & 212, EAST INDIA DOCK ROAD, LONDON, E.

**SAMUEL BEGG,**  
Treasurer Hull Branch N.A.S. & F.U.

**TURK'S HEAD HOTEL,**  
**MYTONGATE, HULL.**

CONCERT ROOM OPEN EVERY EVENING  
AT SEVEN O'CLOCK.

WINES, SPIRITS, BEERS, AND CIGARS OF THE  
FINEST QUALITY.

Captains Supplied at Wholesale Prices.  
OILSKINS AND SEA-BOOTS A SPECIALITY  
PAWNBROKERS.  
Liberal advances made on all kinds of property.

ESTABLISHED

**UNION CLOTHING DEPOT.**

1873.

**CHARLES MILLS,**

No. 9, STATION ROAD, (Between Mill Dam and Market Ferry), SOUTH SHIELDS.

NOTED FOR RUBBER AND LEATHER SEA BOOTS, COPENHAGEN LEATHER JACKETS, CAPTAINS AND SEAMEN'S  
OILSKINS AND BEDDING OF EVERY DESCRIPTION. FOREIGN MONEY EXCHANGED.

## TUG BOAT BRANCH.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Monday evening, and every Friday evening at "Old Amerstarm," Gravesend. Office hours 9 a.m. till 4 p.m., and 7 p.m. till 9 p.m.

**R. WHITE,**  
WHOLESALE  
CABINET & BEDDING  
MANUFACTURER,

70, 72, & 74, RATHBONE STREET,  
CANNING TOWN, LONDON, E.,

AND  
28 & 29, GREEN ST., UPTON PARK, E.

Houses Furnished from 10 to 100 gs.

ALL GOODS WARRANTED

SPECIALITIES IN  
SEAMEN'S BEDDING

PURE WOOL BEDS,  
4/6, 5/6, 6/6, 7/6 each.

BUSH RUGS & COLOURED BLANKETS  
Sent free to any part of the Kingdom on receipt of  
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

**T. H. WILLIAMS,**  
Member Amalgamated Sailors' & Firemen's Union,  
UNION OUTFITTING STORES,  
4, FABIAN STREET, ST. THOMAS,  
(Near the East Dock),  
SWANSEA.

**JAMES BRACKEN,**  
SEAMEN'S UNION  
BOARDING HOUSE  
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